

## ASRS Database Report Set

# Checklist Incidents

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Report Set Description.....	A sampling of reports from all aviation arenas referencing checklist issues (design, procedures, distraction, etc.).
Update Number .....	5.0
Date of Update .....	July 27, 2000
Number of Records in Report Set .....	50
Number of New Records in Report Set.....	50
Type of Records in Report Set .....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**  
**SUBJECT: Data Derived from ASRS Reports**

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director  
Aviation Safety Reporting System

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**CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION**

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

**ACN: 436410**

## **Time**

Date : 199905

Day : Sun

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : OXR.Airport

State Reference : CA

Altitude.MSL.Single Value : 6000

## **Environment**

Flight Conditions : Mixed

## **Aircraft / 1**

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Tobago TB-10C

## **Component / 1**

Aircraft Component : Fuel Quantity-Pressure Indication

Aircraft Reference : X

Problem : Malfunctioning

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 844

Experience.Flight Time.Last 90 Days : 42

Experience.Flight Time.Type : 21

ASRS Report : 436410

## **Person / 2**

Function.Controller : Approach

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

## **Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON A FLT TO SANTA BARBARA UNDER IFR CTL. AFTER REACHING CRUISE ALT OF 6000 FT MSL, I NOTICED THE FUEL PRESSURE INDICATOR HAD DROPPED TO THE BOTTOM OF THE RED. I TRIED SWITCHING TANKS ON MY TB10, BUT THAT HAD NO EFFECT. I TURNED ON THE AUX FUEL PUMP AND THAT LIFTED THE PRESSURE INDICATOR TO THE VERY BOTTOM OF THE GREEN -- STILL INDICATING MINIMAL FUEL PRESSURE. THE ENG APPEARED TO BE RUNNING SMOOTHLY, HOWEVER. AFTER TURNING THE BACK-UP FUEL PUMP OFF, THE INDICATOR AGAIN FELL TO THE BOTTOM OF THE RED. I INFORMED ATC THAT I WAS HAVING A PROB WITH THE FUEL PRESSURE AND WAS ASKED IF I WANTED TO DECLARE AN EMER. I DECLARED AN EMER AND TOLD ATC I'D LIKE TO LAND AT OXNARD ARPT WHICH WAS PRACTICALLY BELOW ME. I WAS TOLD I'D BE GIVEN VECTORS TO THE LOC FOR THE APCH INTO OXNARD. DURING THIS TIME, I NEEDED TO GIVE A SAFETY BRIEFING TO MY 2 PAX AND GO THROUGH MY EMER LNDG CHKLIST. I NOTICED THAT, AT ONE POINT I WAS ABOUT 300 FT ABOVE MY ASSIGNED 6000 FT ALT, BUT ATC DID NOT MENTION THIS. ON THE APCH, ATC DID MENTION AT ONE POINT THAT I APPEARED TO BE S OF COURSE, I BELIEVE, AND ASKED IF I WAS CORRECTING. I TOLD THEM I WAS. I WAS NOT ASKED UPON LNDG TO FILL OUT ANY FORMS OR CONTACT ANYONE. THE LCL SECURITY OFFICER CAME BY. I ASKED IF I NEEDED TO FILL OUT ANYTHING, HE SAID NO. MY ALT AND COURSE DEVS WERE, OF COURSE. UNINTENTIONAL, BROUGHT ABOUT I'M SURE BY THE DISTR OF DEALING WITH MY INFLT EMER. CORRECTIONS WERE MADE RIGHT AWAY. THERE WAS PLENTY OF FUEL ONBOARD -- ABOUT 5 HRS WORTH. I HAD THE PLANE TOPPED OFF PRIOR TO THE FLT -- I WAS ONLY AIRBORNE ABOUT 35 MINS WHEN THE FUEL PRESSURE INDICATOR DROPPED INTO THE RED ZONE.

Synopsis :

A PVT PLT IN A TB10 EXPERIENCES AN ALTDEV DURING AN EMER SIT WHEN HIS FUEL PRESSURE GAUGE IS REGISTERING IN THE RED.

**ACN: 437750**

### **Time**

Date : 199905

Day : Wed

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : ATL.Airport

State Reference : GA

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 12000

### **Environment**

Flight Conditions : VMC

### **Aircraft / 1**

Make Model : B767-300

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 6000

ASRS Report : 437750

### **Person / 2**

Function.Flight Crew : First Officer

### **Events**

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 3

Resolutive Action.None Taken : Detected After The Fact

### **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE BTWN 12000 FT AND 11000 FT MSL ON DSCNT, PREPARING TO ACCOMPLISH THE FINAL ITEMS ON THE APCH CHKLST -- 1) CYCLING OF THE NO SMOKING SIGN, OUR COMPANY'S METHOD OF INFORMING THE FLT ATTENDANTS TO HAVE PAX STOP USING PERSONAL ELECTRONIC DEVICES AND LNDG IMMINENT, AND 2) RECHK ALTIMETERS, WHILE BEING VECTORED FOR A VISUAL APCH TO RWY 26R. WE HAD SLOWED THE ACFT TO 250 KIAS BECAUSE WE HAD PREVIOUSLY BEEN CLRED TO DSND TO 7000 FT. WE WERE THEN INSTRUCTED TO PROCEED TO THE FAF, DSND TO 2500 FT, LOOK FOR OUR TFC (A HVY JET OVER THE MARKER), LOOK FOR TFC TURNING IN FOR THE S RWY, AND ALSO ADVISED THAT WE HAD A HIGH OVERTAKE SPD ON OUR TFC. WE ACCOMPLISHED ALL OF THOSE INSTRUCTIONS AND BEGAN TO SLOW AND CONFIGURE THE ACFT FOR LNDG. WE PROCEEDED TO ACCOMPLISH A NORMAL LNDG. THROUGHOUT OUR ENTIRE DSCNT AND APCH WE HAD BEEN INSTRUCTED TO MAINTAIN BEST FORWARD AIRSPD. WHILE DEPLANING THE PAX, WE WERE INFORMED BY AN IRATE MALE PAX WHO IDENTED HIMSELF TO MY FELLOW CREW MEMBER ONLY AS SOMEONE 'IN THE AIRLINE BUSINESS,' (I NEVER SPOKE WITH HIM), A JUMP SEAT FLT ATTENDANT AND THE ONBOARD LEADER THAT WE HAD NOT CYCLED THE NO SMOKING SIGN. APPARENTLY AMIDST THE CONFUSION AND DISTR FROM THE CHKLST WHILE BEING GIVEN THE SHORT APCH WE HAD NOT CYCLED THE SIGN. WE BELIEVED THAT WE HAD ACCOMPLISHED ALL CHKLST ITEMS PRIOR TO BEING TOLD THAT WE HAD NOT DONE SO BY THE ABOVE LISTED PERSONS. ALL FLT ATTENDANTS WERE IN THEIR SEATS FOR LNDG, EXCEPT 1 FLT ATTENDANT WHO HAD BEEN IN THE LAVATORY AND CHOSE TO SIT IN A PAX SEAT RATHER THAN TRY TO GET BACK TO HER JUMP SEAT. ALL GALLEY ITEMS AND EQUIP WERE SECURED FOR LNDG.

Synopsis :

CHKLST ITEMS AFFECTING TIMELY COMPLETION AND PREPARATION FOR LNDG OF CABIN CREW WERE MISSED WHEN DISTRACTED BY ATC COM DURING APCH.

**ACN: 443601**

### **Time**

Date : 199907

Day : Mon

Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : OMA.Airport

State Reference : NE

Altitude.AGL.Single Value : 0

### **Environment**

Flight Conditions : VMC

### **Aircraft / 1**

Controlling Facilities.TRACON : R90.TRACON

Make Model : Regional Jet CL65, Bombardier (Canadair)

### **Component / 1**

Aircraft Component : Trailing Edge Flap

Aircraft Reference : X

Problem : Malfunctioning

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16600

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 3800

ASRS Report : 443601

### **Person / 3**

Function.Other Personnel : Dispatcher

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Unique Event

Resolutive Action.Flight Crew : Landed As Precaution

Consequence.Other : Maintenance Action

### **Supplementary**

Problem Areas : Aircraft

Narrative :

'FLAPS FAIL' MESSAGE ILLUMINATED INFLT. THE QRH WAS FOLLOWED. THE FLAPS CONFIRMED TO BE AT ZERO. MAINT WAS CONSULTED. DISPATCH CALLED TO ADVISE THEM OF THE FAILURE AND COMPARE PERFORMANCE NUMBERS FOR LNDG. APCH CTL WAS ADVISED ON CONTACT OF THE FLAPS FAILURE AND A REQUEST MADE FOR CFR AS A PRECAUTION. NO EMER DECLARATION BY THE CREW. THE PAX WERE ADVISED BY THE FO OF THE SIT AND THAT WE WEREN'T EXPECTING ANY FURTHER PROBS THOUGH, AS A PRECAUTION, THE CFR PEOPLE WOULD BE STANDING BY, IT WAS NORMAL TO DO THIS IN THIS KIND OF EVENT. THE APCH AND LNDG, FLOWN BY THE CAPT, WAS UNEVENTFUL.

Synopsis :

CL65 CREW LANDS WITH NO FLAPS AFTER RECEIVING FLAPS FAIL WARNING, OBSERVING NONE EXTENDED, COORDINATING WITH DISPATCH AND ARR ARPT. UNEVENTFUL.



**Time**

Date : 199907  
Day : Tue  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : PHL.Airport  
State Reference : PA  
Altitude.MSL.Bound Lower : 3000  
Altitude.MSL.Bound Upper : 6000

**Environment**

Flight Conditions : Marginal

**Aircraft / 1**

Controlling Facilities.TRACON : PHL.TRACON  
Make Model : B737 Undifferentiated or Other Model

**Aircraft / 2**

Controlling Facilities.TRACON : PHL.TRACON  
Make Model : B737 Undifferentiated or Other Model

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 18000  
Experience.Flight Time.Last 90 Days : 250  
Experience.Flight Time.Type : 8000  
ASRS Report : 443613

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Approach

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Other Spatial Deviation : Track Or Heading Deviation  
Anomaly.Conflict : Airborne Critical  
Anomaly.Non Adherence : Clearance  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 3  
Resolutive Action.Flight Crew : Took Precautionary Avoidance Action  
Resolutive Action.Controller : Separated Traffic

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE IN MVFR CONDITIONS WITH HAZE AND A FEW SCATTERED CLOUDS AND BEING VECTORED FOR AN ILS TO RWY 27R IN PHL, WE WERE GIVEN A CLRNC TO DSND TO 3000 FT (FROM 6000 FT) AND AT 3000 FT, TO SLOW TO 190 KTS. PASSING APPROX 4500 FT I BEGAN SLOWING BECAUSE OF OUR PROX TO THE ARPT AND WE WERE GIVEN A 300 DEG HDG TO INTERCEPT THE LOC. WE WERE APPROX 8 MI FROM SPEEZ AND INDICATING APPROX 230 KTS. I THEN TOOK MY ATTN TO A DIFFERENT PAGE OF THE FMC TO DETERMINE OUR LATERAL DISTANCE TO THE LOC AND WAS SURPRISED TO SEE WE WERE ON IT WITH A 300 DEG HDG. I QUICKLY VERIFIED THIS INFO WITH THE LOC AND BEGAN A L TURN TO INTERCEPT AND CONTINUED TO SLOW THE ACFT. THE CAPT WAS BUSY WITH ATC AND CHKLISTS AND DID NOT CALL THE LOC UNTIL WE HAD PASSED THROUGH IT. BECAUSE OF THE SPD AND MY LATE TURN, WE WENT THROUGH THE LOC AND WERE TURNING BACK TOWARD SW TO INTERCEPT WHEN WE RECEIVED A TA, FOLLOWED SHORTLY BY AN RA. MY RECOLLECTION IS THE TCASII FIRST SAID 'REDUCE VERT SPD' FOLLOWED SHORTLY BY 'DON'T CLB' AND THE RED LIGHTS ON THE TOP OF THE VERT SPD INDICATOR. ATC GAVE THE OTHER ACFT (I BELIEVE A COMPANY B737) A TURN WHEN THEY SAW THE 2 ACFT GETTING CLOSE. I CONTINUED TO SLOW, TURN AND DSND. AT ABOUT 3500 FT MSL WE COULD SEE THE ARPT AND ATC CLRED US FOR A VISUAL APCH. TO MY KNOWLEDGE NO OTHER ACTION WAS TAKEN. I WAS NOT ABLE TO FOCUS ON THE TCASII SCREEN FOR ANY DATA AS TO HOW CLOSE WE WERE Laterally OR VERTLY TO THE TFC. WE WERE SET UP HIGH AND FAST BY ATC WHEN CLRED FOR THE APCH. IF ATC HAD GIVEN US OUR POS (SUCH AS 1/2 MI S OF THE LOC) WHEN CLRED FOR THE APCH, IT WOULD HAVE ALERTED US TO IMMINENT CAPTURE OF THE LOC AND WOULD HAVE BEEN VERY HELPFUL.

Synopsis :

A FAST APCH WITH PF WORKING THE FMS AND THE PNF DISTR WITH CHKLISTS AND COM RESULTED IN LOC OVERSHOOT AND AN RA FROM TCASII BECAUSE OF CONFLICT WITH OTHER TFC.

**Time**

Date : 199907

Day : Sat

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.MSL.Bound Lower : 1200

Altitude.MSL.Bound Upper : 2100

**Environment**

Flight Conditions : Marginal

**Aircraft / 1**

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-300

**Person / 1**

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1500

ASRS Report : 443877

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

**Supplementary**

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

COPLT WAS FLYING AND CLRED FOR APCH PHL ILS RWY 27R. AFTER CLRED TO 2100 FT MSL, COPLT WAS TRYING TO GET AUTOPLT TO LOCK ON FOR ILS TO RWY 27R TURNING R TO SPEEZ (OM). DURING LNDG CHKLST, ACFT STARTED DSNDING THROUGH 2100 FT MSL AFTER SPEEZ AT AROUND 1500 FPM. AFTER I MENTIONED OUR ALT AND BEING 2 DOTS LOW ON GS, HE STARTED LEVELING OFF AT 1200 FT MSL, AT WHICH TIME TWR ASKED US TO CHK OUR ALT BECAUSE THEY WERE GETTING A LOW ALT ALERT. COPLT MAINTAINED 1200 FT MSL UNTIL GS RECAPTURE TO AN UNEVENTFUL LNDG. IT APPEARED THAT WE LOST TRACK OF RATE OF DSCNT WHILE LOOKING AT THE GND FOR A VISUAL REF TO OUR POS. ALSO, HIS ATTEMPTS TO LOCK ON WITH AUTOPLT FAILED FOR SOME REASON (UNNEEDED DISTR). OUR VISIBILITY STRAIGHT AHEAD WAS APPROX 2 SM, BUT WE COULD SEE THE GND CLRLY. I'M NOT SURE IF HE WAS LOOKING AT AIRSPD BUG AND TRYING TO SLOW ACFT OR NOT, BUT HIS SCAN FAILED TO SEE THE DEV (LOW) OF OUR GS. DOING THE LNDG CHKLST CAUSED ME TO NOT CATCH OUR DEV (LOW) UNTIL 1500 FT MSL, AT WHICH TIME CORRECTIONS WERE PUT INTO PLACE TO LEVEL OFF. I THINK A LITTLE EARLIER PREPARATION ON BASE LEG COULD HAVE HELPED US FROM BEING RUSHED ON FINAL. COPLT USING RAW DATA TO MANUALLY FLY APCH INSTEAD OF WASTING PRECIOUS TIME TRYING TO GET THE AUTOPLT TO CAPTURE THE APCH WAS ESSENTIAL. ONCE HE DID THAT, REMAINDER OF APCH AND LNDG WERE FINE.

Synopsis :

PLT FUSSING WITH AUTOPLT GOES BELOW GS UNTIL GIVEN AN ALERT BY TWR AND HE RETURNS TO FLYING THE ACFT.

**Time**

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : SEA.Airport

State Reference : WA

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 6000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : S46.TRACON

Controlling Facilities.Tower : SEA.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

**Component / 1**

Aircraft Component : Hydraulic System

Aircraft Reference : X

Problem : Improperly Operated

**Person / 1**

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2000

ASRS Report : 443881

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Overcame Equipment Problem

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH TO SEA, HAD UNSAFE LNDG GEAR INDICATION (NOSE GEAR NOT DOWN AND LOCKED). EXECUTED GAR. DECLARED EMER. DURING CHKLIST PROC DISCOVERED THAT FO HAD INADVERTENTLY LEFT HYD SYS IN 'LOW AND OFF' INSTEAD OF CORRECT 'HI AND ON.' WITH SWITCHES IN PROPER POS, GEAR EXTENDED NORMALLY. I ADVISED ATC THAT WE WERE NO LONGER IN AN EMER SIT AND WE RETURNED FOR AN UNEVENTFUL LNDG. WE HAD RUN THE DSCNT CHKLIST PRIOR TO TOP OF DSCNT, BUT THE FO HAD NOT CONFIRMED CORRECT SWITCH POS FOR THE HYD SYS.

Synopsis :

MD80 CREW WENT AROUND WHEN GEAR DID NOT LOCK DOWN. HYD SYS NOT OPERATED PROPERLY AND WAS NOT DISCOVERED WITH DSCNT CHKLIST.

**Time**

Date : 199907

Day : Sun

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : FLL.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : FLL.Tower

Make Model : Duchess 76

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 256

Experience.Flight Time.Last 90 Days : 137

Experience.Flight Time.Type : 89

ASRS Report : 443910

**Person / 2**

Function.Observation : Passenger

Experience.Flight Time.Total : 224

Experience.Flight Time.Last 90 Days : 185

Experience.Flight Time.Type : 16

ASRS Report : 444194

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Encounters.Other : Propellers

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE WITH MIA APCH APPROX 6-7 DME NW OF THE FIELD, WE WERE INFORMED BY APCH TO DSND FROM 3000 FT TO 2000 FT AND TOLD TO KEEP OUR AIRSPD UP. WE WERE TOLD TO EXPECT THE VISUAL APCH TO RWY 9L. THERE WAS CONFUSION IN THE COCKPIT AS THE PNF WAS UNDER THE IMPRESSION DUE TO THE ATIS THAT RWY 9R WAS BEING USED FOR VISUAL APCHS, HOWEVER, WE WERE CLRED FOR RWY 9L. AT THIS TIME A CONVERSATION ENSUED ALONG WITH AN ABOVE AVERAGE AIRSPD DURING APCH. AT APPROX 4 DME DUE W OF RWY 9L WE WERE CLRED FOR THE APCH. WHILE TRYING TO CONTACT TWR, THE PNF WAS NEEDING ASSISTANCE IN SAYING HIS INTENTIONS. AFTER TWICE TRYING TO CONTACT TWR, THERE WAS FRUSTRATION AS TO WHY THERE WAS NO CONTACT MADE. WE THEN SWITCHED FROM COM #2 TO COM #1. I BEGAN MY PRELNDG CHKLST TO BE INTERRUPTED BY TWR ON COM #1 WHO WAS CALLING FOR US AND WANTED AN EXPLANATION FOR THE COM PROB. WE WERE TRAVELING AT APPROX 120 KTS AND VERY CLOSE TO THE RWY. I HAD 0 DEG FLAPS FOR THE LNDG DUE TO THE ABNORMALLY HIGH AIRSPD. WHEN I BROUGHT PWR BACK DURING LEVELOFF, THE GEAR WARNING HORN BEGAN TO SOUND, AT WHICH TIME I LOOKED DOWN AND REALIZED THE LNDG GEAR INDICATOR LIGHTS WERE NOT ILLUMINATED. I BROUGHT IN FULL PWR AND PITCHED UP FOR BEST ANGLE OF CLB. WHILE PITCHING UP, WE HEARD A NOISE WHICH WE BELIEVED TO BE THE REAR TIEDOWN TOUCH THE RWY. WE CYCLED THE GEAR AND EXECUTED A GAR. IT WASN'T TILL WE SHUT THE ENGS DOWN AFTER LNDG THAT WE REALIZED THAT THE PROPS ARE WHAT MADE THE NOISE. THE CULMINATION OF HIGHER THAN NORMAL APCH SPD DUE TO JET TFC BEHIND US, ALONG WITH THE INABILITY TO CONTACT TWR IN A TIMELY MANNER AND A BREAKDOWN IN COMS BTWN THE PNF AND I LED TO MY INABILITY TO COMPLETE THE PRELNDG CHKLST.

Synopsis :

A BEECH DUCHESS PLT DAMAGED BOTH PROPS ON A GAR AT FLL.



**ACN: 444540**

### **Time**

Date : 199907

Day : Mon

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : LBB.Airport

State Reference : TX

Altitude.AGL.Single Value : 100

### **Environment**

Flight Conditions : VMC

### **Aircraft / 1**

Controlling Facilities.Tower : LBB.Tower

Make Model : B737-600

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 240

ASRS Report : 444540

### **Person / 2**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 3000

### **Person / 3**

ASRS Report : 444541

### **Events**

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.Other : Raised Landing Gear

### **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS MAKING A NORMAL TKOF. AT 50-100 FT AGL I CALLED FOR 'LNDG GEAR UP.' THE FO RESPONDED 'LNDG GEAR UP.' I NOTICED AN UNUSUAL NOISE IN THE NOSE TIRE AND LOOKED AT THE LNDG GEAR HANDLE AND FOUND IT IN THE DOWN POS. I LOOKED AT THE FO AND RESTATED 'LNDG GEAR UP.' HE RESPONDED AGAIN 'LNDG GEAR UP.' I THEN LOOKED AT THE FLAP LEVER AND REALIZED THAT ON THE INITIAL CALL FOR THE GEAR, HE HAD PUT THE FLAPS UP INSTEAD OF THE GEAR. ALL THIS HAPPENED FAIRLY QUICKLY. I BELIEVE HE FINALLY GOT THE GEAR UP BEFORE THE FLAPS HAD FULLY RETRACTED, BUT I AM NOT SURE. WITH THE INITIAL NOISE I HAD DECREASED MY CLB TO APPROX 15 DEGS INSTEAD OF THE NORMAL 20 DEGS. NO STICK SHAKER OR DEGRADATION OF FLT WAS NOTICED. THIS WAS THE THIRD LEG OF THE FIRST DAY OF A 4 DAY TRIP FOR MY FO. NEITHER OF US WERE TIRED. THERE WAS NOTHING OUT OF THE ORDINARY THAT I CAN TELL, OTHER THAN MY FO DID ADMIT LATER THAT HE HAD A HEADACHE. HE IS A HIGHLY QUALIFIED FO WITH OVER 4 YRS AT THE COMPANY. THE ONLY OTHER THING WE MIGHT ATTRIBUTE TO THIS INCIDENT IS A VERY HIGH COMFORT LEVEL WHICH MIGHT HAVE LOWERED HIS CONCENTRATION.

Synopsis :

AN ACR FLC FLYING A B737-700 FROM LBB RPTS AFTER TKOF CHKLST ITEMS PERFORMED IN AN IMPROPER SEQUENCE.

**ACN: 444685**

## **Time**

Date : 199907

Day : Tue

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ILM.Airport

State Reference : NC

Altitude.MSL.Single Value : 14500

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : Jetstream 41

## **Component / 1**

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Failed

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9523

Experience.Flight Time.Last 90 Days : 203

Experience.Flight Time.Type : 2900

ASRS Report : 444685

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Radar

## **Events**

Anomaly.Airspace Violation : Entry

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Maintenance Action

## **Supplementary**

Problem Areas : Aircraft

Narrative :

SHORTLY AFTER DEPARTING FROM ILM (APPROX XA15) L ENG FAILED. PERFORMED QRH ITEMS, SHUT DOWN AND SECURED THE ENG. DECLARED EMER WITH ATC AND RETURNED TO ILM. LANDED, RETURNED TO THE GATE AND DEPLANED THE PAX. PERFORMED POSTFLT OF THE ACFT AND CALLED MAINT.

Synopsis :

BA41 CREW HAD ENG FAILURE.

## Time

Date : 199908  
Day : Thu  
Local Time Of Day : 199908

## Place

Locale Reference.Airport : CLT.Airport  
State Reference : NC  
Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

## Aircraft / 1

Controlling Facilities.Tower : CLT.Tower  
Make Model : Fokker 100

## Component / 1

Aircraft Component : Checklists  
Aircraft Reference : X  
Problem : Improperly Operated

## Person / 1

Function.Oversight : PIC  
Function.Instruction : Instructor  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 50  
Experience.Flight Time.Type : 750  
ASRS Report : 445237

## Person / 2

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 3100  
Experience.Flight Time.Last 90 Days : 5  
Experience.Flight Time.Type : 5  
ASRS Report : 445573

## Events

Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Detected After The Fact

## Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

RPTED AT ARPT AT XA30 FOR A XB15 CHK IN. THIS TRIP WAS AN IOE FOR A NEW FO. DEPARTING CLT AFTER 5 LEGS, WE WERE DISTRACTED DURING TAXI DISCUSSING THE SPECIAL PROCS FOR OUR DEST, ROA. WE HAD DISCUSSED THESE AT THE GATE AND THE DISCUSSION CONTINUED DURING TAXI. DUE TO THIS, WE FAILED TO PERFORM THE REQUIRED CHKLISTS DURING AFTER START AND TAXI. WHEN WE ARRIVED AT THE DEP END OF RWY 36C, WE WERE CLRED INTO POS AND THEN CLRED FOR TKOF. AS WE MADE THE TURN TO ALIGN WITH THE RWY, I NOTICED WE HAD NOT COMPLETED THE CHKLISTS AND THE #1 ENG WAS NOT STARTED. WE CLRED THE RWY AT E2 BYPASS TXWY, SET THE BRAKES AND RAN THE CHKLISTS, INCLUDING STARTING THE ENG. WE WERE TIRED AND HOT FROM A LONG DAY, AND FAILED TO GIVE DUE DILIGENCE TO CHKLIST COMPLETION. LESSONS LEARNED: WHEN TIRED, BE CAREFUL. SUPPLEMENTAL INFO FROM ACN 445573: RPT SHOWTIME XA30 AM FOR XB15 CHK IN. I WAS ON IOE. ON THE 5TH LEG WHILE DISCUSSING SPECIAL PROCS FOR ROA GOT DISTRACTED DURING TAXI. DUE TO DISCUSSION THE CHKLIST WAS OVERLOOKED. WE WERE CLRED TO POS AND HOLD ON RWY 36L. WE THEN REALIZED CHKLIST WAS NOT COMPLETE AND #1 ENG WAS NOT RUNNING. WE CLRED THE ACTIVE, COMPLETED CHKLIST AND CONTINUED THE FLT. IT WAS A LONG DAY AND WILL REMEMBER IT AND THIS MISTAKE.

Synopsis :

F100 CREW ON AN IOE FLT IS CLRED FOR TKOF AND FINDS THEY HAVE NOT STARTED ONE OF THE ENGS.

**ACN: 445279**

## **Time**

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : EUG.Airport

State Reference : OR

Altitude.MSL.Single Value : 13000

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : Brasilia EMB-120 All Series

## **Component / 1**

Aircraft Component : Propeller Autofeather System

Aircraft Reference : X

Problem : Improperly Operated

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 1600

ASRS Report : 445279

## **Person / 2**

Function.Flight Crew : First Officer

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

## **Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ON DSCNT FOR EUG THE CAPT CALLED FOR DSCNT CHK COMPLETING HIS FLOW WHICH INCLUDED TURNING ON THE LIGHTS. THE LOGO AND INSPECTION LIGHTS WERE STIFF SWITCHES WHICH REQUIRED EXTRA EFFORT. THE FOLLOW THROUGH OF THE HAND INADVERTENTLY TURNED ON THE GUARDED ELECTRIC FEATHER PUMP SWITCH WHICH FEATHERED THE #1 ENG. PWR LEVERS WERE REDUCED TO IDLE. THE QRH WAS CONSULTED. NO CHKLST WAS FOUND. AFTER DISCUSSION WITH THE FO IT WAS AGREED TO TURN THE SWITCH BACK ON AND TAKE THE PROP OUT OF FEATHER. THE DSCNT WAS CONTINUED NORMALLY AND A NORMAL LNDG WAS ACCOMPLISHED WITHOUT FURTHER EVENT. ON THE GND THE CAPT NOTIFIED MAINT AND CHIEF PLT.

Synopsis :

WHEN TURNING ON LIGHTS PLTS HAND SLIPPED AND PROP FEATHER SWITCH WAS ACTIVATED.



**ACN: 445405**

## **Time**

Date : 199908

Day : Tue

Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Controlling Facilities.Tower : EWR.Tower

## **Component / 1**

Aircraft Component : APU

Aircraft Reference : X

Problem : Malfunctioning

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5200

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 650

ASRS Report : 445405

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Oversight : Flight Attendant In Charge

## **Person / 4**

Function.Controller : Ground

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Anomaly : Smoke Or Fire

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Aircraft : Evacuated

## **Supplementary**

Problem Areas : Aircraft

Narrative :

AFTER LNDG EWR, RWY 4R WITH 48 SOULS ONBOARD, AND CLR OF ALL RWYS, THE AFTER LNDG CHKLIST WAS ACCOMPLISHED. APPROX 60-90 SECONDS LATER, WITH THE APU SUPPLYING THE AIR-CONDITIONING PACKS, THE ENG INDICATING/CREW ALERTING SYS (EICAS) PROVIDED A 'LAVATORY SMOKE' WARNING. THE WARNING SOUNDED IN THE COCKPIT AS WELL AS ON THE FLT ATTENDANT'S PANEL IN THE GALLEY. AFTER IDENTING THE MESSAGE AND SILENCING THE WARNING, THE CREW WAS CONTACTED BY THE FLT ATTENDANT. CAPT DIRECTED HER TO SILENCE THE HORN AND INVESTIGATE THE LAVATORY STATUS. WHILE NO SMOKE WAS INITIALLY VISIBLE, THE SMELL OF SMOKE WAS READILY APPARENT IN THE CABIN ACCORDING TO THE FLT ATTENDANT. MEANWHILE THE FO TOLD GND THAT WE WOULD NEED TO REMAIN STATIONARY FOR A MINUTE OR TWO. WE WERE, AT THE TIME, CLR OF THE RWY, AND ADJACENT OF THE CFR BUILDING. IN THE SHORT PERIOD OF TIME THAT IT TOOK THE FLT ATTENDANT TO GO BACK AND CHK THE LAVATORY, SMOKE SLOWLY BEGAN TO ENTER THE CABIN. NOT FROM ANY ONE APPARENT SOURCE, BUT PROBABLY FROM THE AIR-CONDITIONING SYS. (IT WASN'T HVY SMOKE, BUT IT WAS VISIBLE, ACCORDING TO THE FLT ATTENDANT.) THE FLT ATTENDANT IMMEDIATELY CALLED THE COCKPIT WITH THIS INFO ABOUT SMOKE. SHE MADE IT CLR THAT WE NEEDED TO EVAC. CAPT IMMEDIATELY COMMANDED 'EVAC L SIDE.' FO MEANWHILE, DECLARED AN EMER AND CALLED FOR THE FIRE TRUCKS. GIVEN OUR CONVENIENT POS IN FRONT OF THE FIREHOUSE, TRUCKS WERE ON SCENE IN SECONDS. EMER PERSONNEL ASSISTED WITH WHAT WAS A VERY ORDERLY AND CTLED EVAC THROUGH THE MAIN CABIN DOOR. ALL PAX WERE SAFELY CORRALLED ON GRASS ADJACENT THE ACFT AND SURROUNDED BY POLICE AND EMER PERSONNEL. APPROPRIATE QRH CHKLISTS WERE COMPLETED WITH ALL PAX OFF, EMER PERSONNEL QUICKLY DETERMINED NO FIRE, NO MORE SMOKE, NO DANGER. FLT ATTENDANT WENT ON SHUTTLE BUS WITH PAX TO TERMINAL. COCKPIT CREW STAYED WITH ACFT TO ASSIST WITH TOW BACK TO GATE AREA. MAINT HAD INSISTED ON STARTING ENG TO TAXI BACK. CAPT REFUSED. ACFT WAS TOWED TO RAMP AREA. AT FINAL PARKING SPOT, PARKING AND TERMINATING CHKS WERE COMPLETED. A POSTFLT INSPECTION REVEALED NO ABNORMALITIES. ACFT WAS LEFT IN THE SECURE HANDS OF ARPT POLICE. MAINT LATER DETERMINED THAT THE APU WAS BAD, BURNING OIL, AND HAD PROBABLY CAUSED THE SMOKE.

Synopsis :

FLC OF AN EMBRAER 145, EVACED THE PAX ON THE ARPT AFTER LNDG DUE TO SMOKE IN THE CABIN CAUSED BY THE ACFT'S AUX PWR UNIT.

**ACN: 445538**

### **Time**

Date : 199908

Day : Wed

Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : SYR.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

### **Environment**

Flight Conditions : VMC

### **Aircraft / 1**

Controlling Facilities.Tower : SYR.Tower

Make Model : DC-9 30

### **Component / 1**

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6100

Experience.Flight Time.Last 90 Days : 62

Experience.Flight Time.Type : 3300

ASRS Report : 445538

### **Person / 2**

Function.Flight Crew : First Officer

### **Person / 3**

Function.Controller : Ground

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Controller : Issued Alert

### **Supplementary**

Problem Areas : Aircraft

Narrative :

WHILE STARTING THE R ENG, TWR NOTIFIED US THAT THE R ENG APPEARED TO BE ON FIRE. TWR THEN SCRAMBLED EMER EQUIP. WE COMPLIED WITH THE QRH 'TAILPIPE FIRE OR TORCHING DURING START' PROCS. AFTER COMPLETING THESE PROCS, EMER RESPONSE PERSONNEL SAID THAT THE FIRE WAS OUT. THEY INSPECTED THE ENG AND CLRED US TO TAXI BACK TO THE GATE. AS WE TAXIED BACK TO THE GATE, THE R ENG FIRE HANDLE ILLUMINATED AND THE FIRE BELL RANG. WE RAN THE QRH 'ENG FIRE' PROCS WHICH RESULTED IN DISCHARGING OUR AGENT BOTTLE, AND THE LIGHT WENT OUT. WE ASKED THE EMER RESPONSE PERSONNEL, WHO WERE STILL CLOSE TO THE ACFT, TO RESPOND, AND ONCE AGAIN, THEY NOTED NO FIRE AND CLRED US TO TAXI. AS ONE FINAL PRECAUTION, THE EMER RESPONSE PERSONNEL RE-EXAMINED OUR ACFT ONE MORE TIME PRIOR TO PULLING ONTO THE GATE. AT THE GATE, THE PAX DEPLANED WITHOUT INCIDENT. AT VARIOUS TIMES DURING THESE NON-NORMALS, I MADE PA'S TO INFORM THE PAX OF THE SIT AND TO ASK THEM TO REMAIN IN THEIR SEATS. PRIOR TO PULLING ONTO THE GATE, I MADE A FINAL 'DE-BRIEFING' PA. QRH PROCS WORKED WELL. EMER RESPONSE PERSONNEL RESPONDED IMMEDIATELY AND PROFESSIONALLY. GOOD COMS AND CRM WITH PAX AND FLT ATTENDANTS AND EMER RESPONSE PREVENTED AN UNNECESSARY EVAC. TORCHING PROCS DID NOT PREVENT TORCHING FROM TRIGGERING A FIRE ALARM. ACFT WAS RETURNED TO SVC THE VERY NEXT DAY WITH NO ENG DAMAGE NOTED.

Synopsis :

DC9 CREW HAD ENG TORCHING AND FIRE WARNING.

## Time

Date : 199908

Day : Fri

Local Time Of Day : 1801 To 2400

## Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : Mixed

## Component / 1

Aircraft Component : Aircraft Logbook(s)

Aircraft Reference : X

Problem : Not Installed

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 190

Experience.Flight Time.Type : 2500

ASRS Report : 445810

## Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5800

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 110

ASRS Report : 446608

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Non Compliance With MEL

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Maintenance Action

## Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

MDW-SFO. AIRPLANE HAD BEEN PREFLTD, LOGBOOKS CHKED, COMPLETING THE BEFORE START CHKLIST. 5 MINS BEFORE SCHEDULED DEP TIME MAINT PERSONNEL ENTERED COCKPIT SAYING THAT HE NEEDED THE LOGBOOK AND PROMISED TO BRING IT RIGHT BACK. THE FO AND I ENGAGED IN DISCUSSION OF THE DEP AND THE WX SYS WE WOULD ENCOUNTER AFTER TKOF. IN OUR USUAL RUSH WE COMPLETED THE LOAD MANIFEST AND FMC AND BECAME DISTR IN OUR ATTEMPT TO DEPART ON TIME. AFTER DEP AS I TALKED TO OPS WITH THE DEP MESSAGE I WAS INFORMED THAT THE ACFT LOGBOOK HAD NOT BEEN PUT BACK ON THE ACFT. ANALYSIS: THE LAST 15-20 MINS BEFORE DEP ARE JAM PACKED WITH ACTIVITY (SETTING RIPE FOR DISTR). LOGBOOK SHOULD NEVER LEAVE COCKPIT IN LAST 30 MINS BEFORE DEP. SUGGEST A LARGE COLORFUL 'NO-GO' PLACARD TO BE KEPT IN EACH LOGBOOK AND PROMINENTLY DISPLAYED IN COCKPIT WHENEVER LOGBOOK IS REMOVED.

Synopsis :

B757 LEAVE MDW WITHOUT LOGBOOK.

**ACN: 446310**

## **Time**

Date : 199908

Day : Sat

Local Time Of Day : 0001 To 0600

## **Place**

Locale Reference.Airport : ABE.Airport

State Reference : PA

Altitude.AGL.Single Value : 1800

## **Environment**

Flight Conditions : VMC

## **Component / 1**

Aircraft Component : Nose Gear

Aircraft Reference : X

Problem : Malfunctioning

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 2000

ASRS Report : 446310

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Approach

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Maintenance Action

## **Supplementary**

Problem Areas : Aircraft

Narrative :

ON APCH TO ABE ILS RWY 6 WE SELECTED GEAR DOWN AND THE NOSE GEAR DID NOT EXTEND. WE WENT AROUND TO WORK OUT THE PROB WITH THE CHKLIST. WE WERE ABLE TO MANUALLY EXTEND THE GEAR. WE DECLARED EMER AND MADE AN UNEVENTFUL LNDG AT ABE. AFTER LNDG WE DID NOT HAVE ANY NOSEWHEEL STEERING. THE CHKLIST DID TELL US THAT. SO WE SAT ON THE RWY AND WAITED FOR A TOW TO THE GATE.

Synopsis :

CL65 HAD NOSE GEAR FAIL TO EXTEND.



**ACN: 446326**

### **Time**

Date : 199908

Day : Sun

Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : TJSJ.Airport

State Reference : PR

Altitude.MSL.Single Value : 4000

### **Component / 1**

Aircraft Component : Wing Trailing Edge

Aircraft Reference : X

Problem : Malfunctioning

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 446326

### **Person / 2**

Function.Flight Crew : First Officer

### **Person / 3**

Function.Controller : Approach

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Missed Approach

Consequence.Other : Maintenance Action

### **Supplementary**

Problem Areas : Aircraft

Narrative :

LEADING EDGE ASYMMETRY. ON APCH TO RWY 10 SJU, DSNDING FROM 4000 FT, EICAS MESSAGE DISPLAYED LEADING EDGE ASYMMETRY AND LEADING EDGES LOCKED OUT AT .5 DEGS. PROC INITIATED WHILE APCH CONTINUED. MISSED APCH INITIATED AT 1000 FT DUE TO FLAPS STILL BEING IN TRANSIT TO FLAPS 20 DEGS. PROC FINISHED, RETURNED TO SJU AND LANDED.

Synopsis :

B757 CREW HAD FLAP ASYMMETRIC LOCKOUT.

**ACN: 446459**

### **Time**

Date : 199908

Day : Mon

Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : GON.Airport

State Reference : CT

Altitude.AGL.Single Value : 200

### **Environment**

Flight Conditions : VMC

### **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 1200

ASRS Report : 446459

### **Person / 2**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Alert

### **Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

COMPLETION PHASE OF A SHORT FLT FROM WST, RI, TO GON, CT, ENTERED L DOWNWIND FOR N/S RWY AT GON. APCH UNEVENTFUL. TURNED L BASE TO FINAL, DID FINAL BOTTOM ROW CHK (GEAR DOWN/FLAPS/FUEL PUMPS, ETC). SAW 3 IN THE GREEN, PROCEEDED INBOUND FOR LNDG. AT APPROX 200 FT ABOVE TOUCHDOWN ZONE, TWR CALLED 'GEAR UP, GO AROUND.' GAR WAS ACCOMPLISHED WITHOUT EVENT AND WE PROCEEDED TO RE-ENTER L DOWNWIND AND LANDED WITHOUT FURTHER EVENT. I REALIZED ON REVIEWING THE NARROWLY AVOIDED GEAR UP THAT THE 3 GREEN LIGHTS I HAD THOUGHT ILLUMINATED WERE MERELY REFLECTING THE VERY BRIGHT AFTERNOON SUNLIGHT. WHAT I SHOULD HAVE DONE IS TO HAVE CONFIRMED THE GEAR HANDLE WAS IN THE DOWN POS. THIS HAS NOW BECOME PART OF THE FINAL LNDG CHKLIST. I AM INDEBTED TO THE QUICK THINKING OF THE GON TWR CTLR.

Synopsis :

TWR LCL CTLR ALERTED THE PLT OF AN SMT TWIN THAT HIS GEAR DID NOT LOOK EXTENDED AND TO GO AROUND.

**ACN: 446593**

### **Time**

Date : 199908

Day : Mon

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : FHU.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

### **Environment**

Flight Conditions : VMC

### **Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1500

ASRS Report : 446593

### **Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

### **Events**

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.Other : Aircraft Damaged

### **Supplementary**

Problem Areas : Environmental Factor

Narrative :

ON TKOF ROLL THROUGH APPROX 90 KTS, DEER (APPROX 6-8) BOLTED ACROSS THE RWY FROM L TO R FROM HIGH WEEDS AND A DOWNSLOPE ON THE L RWY SIDE. WE IMMEDIATELY ABORTED TKOF, BUT HIT APPROX 3 OF THE DEER. IT DESTROYED ALL 4 PROP BLADES ON #2 ENG AND WE GOT A 'MASTER WARNING -- OIL PRESSURE LOW' ANNUNCIATOR, SO WE SHUT DOWN #2 ENG AS PER 'MEMORY ITEMS' ON EMER CHKLIST. PAX WERE EVACED SAFELY WITH NO INJURIES THUS FAR. CAPT (PF) DID AN EXCELLENT JOB.

Synopsis :

CAPT OF A BEECH 1900 ABORTED TKOF AFTER STRIKING DEER DURING TKOF ROLL CAUSING DAMAGE TO THE #2 ENG AND PROP.

**ACN: 446659**

## **Time**

Date : 199908

Day : Thu

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : GRR.Airport

State Reference : HI

Altitude.MSL.Single Value : 19000

## **Environment**

Flight Conditions : VMC

## **Component / 1**

Aircraft Component : Cargo Compartment Fire/Overheat Warning

Aircraft Reference : X

Problem : Malfunctioning

## **Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8500

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 400

ASRS Report : 446659

## **Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 4**

Function.Controller : Approach

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Anomaly : Smoke Or Fire

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Issued New Clearance

## **Supplementary**

Problem Areas : Aircraft

Narrative :

WHILE IN CRUISE FLT, APPROX 30 MINS INTO OUR 45 MIN FLT, WE GOT A BLEED LEAK WARNING ON THE EICAS. WHILE COMPLETING THE CHKLIST FOR THE BLEED LEAK, WE GOT A BAGGAGE COMPARTMENT SMOKE WARNING AND FIRE BELL. I FLEW THE AIRPLANE WHILE THE CAPT ACCOMPLISHED THE MEMORY ITEM AND CHKLIST FOR THIS WARNING. ONCE ACCOMPLISHED, WE DETERMINED OUR DEST ARPT WAS THE MOST EXPEDITIOUS IN TERMS OF TIME AND DISTANCE. THE CAPT THEN COORDINATED WITH ATC FOR A DIRECT ROUTING AND CFR. HE THEN HAD THE FLT ATTENDANT INSPECT THE BAGGAGE COMPARTMENT VIA A PEEP HOLE AND BAGGAGE COMPARTMENT LIGHT LOCATED IN THE AFT LAVATORY. SHE RPTED NO EVIDENCE OF SMOKE OR FIRE IN BAGGAGE COMPARTMENT OR CABIN. THE FLT ATTENDANT CONTINUALLY CHKED THIS THROUGH THE REMAINDER OF THE FLT. ONCE WE LANDED, WE EXITED THE RWY AND STOPPED ON THE TXWY AND HAD THE FIRE DEPT OPEN AND INSPECT THE BAGGAGE COMPARTMENT. THIS WAS ACCOMPLISHED AND THEY RPTED NO EVIDENCE OF SMOKE OR FIRE. WE THEN TAXIED TO THE GATE. PAX WERE DEPLANED IN A NORMAL MANNER AND BAGGAGE REMOVED. BAGGAGE COMPARTMENT ONCE AGAIN INSPECTED BY FIRE DEPT PERSONNEL. NO EVIDENCE OF FIRE OR SMOKE WAS FOUND. DECISION NOT TO DECLARE AN EMER AND EVAC PAX WAS BASED ON THE FLT ATTENDANT'S VISUAL CONFIRMATION OF NO SMOKE OR FIRE.

Synopsis :

BLEED LEAK AND FIRE WARNING INDICATIONS PROMPT EXPEDITED APCH AND LNDG BUT NO DECLARATION OF EMER WHEN SMOKE AND FIRE CANNOT BE CONFIRMED.



**Time**

Date : 199908  
Day : Tue  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : PQI.Airport  
State Reference : ME  
Altitude.MSL.Single Value : 3000

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Indicating and Warning - Landing Gear  
Aircraft Reference : X  
Problem : Malfunctioning

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 3900  
Experience.Flight Time.Last 90 Days : 250  
ASRS Report : 447008

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Other Personnel : Dispatcher

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft

Narrative :

DEPARTED BOS-PQI ON INITIAL APCH -- UNSAFE GEAR INDICATION. RAN REQUIRED CHKLISTS, STILL UNSAFE INDICATION. BOTH ORAL AND VISUAL CUES FOR UNSAFE CONFIG. (NO NOSE GEAR LIGHT: RED FLASHING GEAR IN-TRANSIT LIGHT AND HORN.) CALLED DISPATCH ON SELCAL. CONFERRED ON COURSE OF ACTION. DIVERTED TO BGR INTL FOR IMPROVED CFR AVAILABILITY AND IMPROVED RWY CAPACITY. LOW PASS FOR A VISUAL INSPECTION BY TWR. LANDED USING PRESCRIBED PROC. EVACED PAX THROUGH NORMAL FRONT DOOR EXIT. LNDG WAS UNEVENTFUL BUT DISCOVERED A BOLT WEDGED IN THE NOSE GEAR DRAG BRACE SWITCH. LOOKED AS IF BOLT HAD BROKEN THE SAFETY WIRE AND WEDGED ITSELF BTWN PRESSURE PLATE AND DISAGREEMENT SWITCH WHICH WOULD CAUSE IT TO DETECT AN UNSAFE GEAR CONDITION. AGAIN -- APCH, LNDG, AND DEPLANING WERE WITHOUT INCIDENT. FAA INSPECTOR JUST HAPPENED TO BE ON THE FIELD.

Synopsis :

LTT CREW HAD FAULTY NOSE GEAR DOWN AND LOCKED INDICATIONS.

**Time**

Date : 199908  
Day : Sun  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : MVY.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 700

**Environment**

Flight Conditions : Mixed

**Component / 1**

Aircraft Component : Nose Gear  
Aircraft Reference : X  
Problem : Malfunctioning

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 1750  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Type : 250  
ASRS Report : 447168

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : Flight Attendant In Charge

**Person / 5**

Function.Controller : Local

**Person / 6**

Function.Controller : Local

**Person / 8**

Function.Other Personnel : Dispatcher

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft

**Narrative :**

DURING THE VOR RWY 6 APCH INTO MVY, THE CREW OBSERVED AN UNSAFE GEAR INDICATION. THE NOSE GEAR LIGHT WAS NOT ILLUMINATED. FO FLEW THE ACFT AND THE CAPT TOLD THE TWR WE NEEDED TO GO MISSED APCH AND HOLD TO FIGURE OUT WHAT THE PROB WAS. CREW CHOSE TO DO A 'FLY-BY' TO HAVE THE TWR TAKE A LOOK TO SEE IF THE GEAR WAS DOWN. MVY TWR ADVISED THAT THE GEAR WAS DOWN BUT AT A 70-80 DEG ANGLE. CREW EXECUTED A MISSED APCH AND RECEIVED DELAY VECTORS FROM CAPE APCH. CAPT RAISED THE GEAR HANDLE AND PERFORMED THE MANUAL GEAR EXTENSION CHKLST. BOTH BREAKERS PASSED, BOTH HORNS FAILED, BOTH LIGHTS FAILED (SECOND GEAR LIGHT, BOTTOM, WAS MEL'ED). THE GEAR WAS THEN MANUALLY EXTENDED BY THE CAPT. ALL 3 GEAR LIGHTS WERE NOW ON, AND THE GEAR UNSAFE HANDLE LIGHT WAS OFF. WE THEN BEGAN ANOTHER VOR RWY 6 APCH INTO MVY. ON FINAL, THE TWR ADVISED US THAT THE NOSE GEAR NOW APPEARED TO BE AT A 90 DEG ANGLE, AND OFFERED TO ALLOW US TO CIRCLE IN THE TFC PATTERN WHILE WE DECIDED WHAT TO DO. MVY TWR THEN CLOSED THE ARPT AND ADVISED US THE ARPT WAS OURS, AND THERE WOULD BE EQUIP STANDING BY. WHILE REMAINING IN THE PATTERN, THE FO FLEW THE ACFT AND THE CAPT SPOKE WITH COMPANY ON SELCAL AND OPS FREQ. THE ACFT WAS FLOWN AT 700 FT MSL +/-100 FT. WHILE CIRCLING, TWR ASKED US IF WE COULD GIVE THEM ABOUT 5 MINS BEFORE WE LANDED TO GIVE THEM TIME TO BRING IN ADDITIONAL CFR EQUIP FROM OTHER PLACES ON THE ISLAND. TWR ALSO ADVISED US THAT THE STATE POLICE INFORMED THEM THAT THERE WAS LIMITED HOSPITAL FACILITIES ON THE ISLAND. WITH 9 PAX, WE STILL FELT OK LNDG AT MVY. COMPANY ASKED US TO DIVERT TO BOS AND CAPT ASKED THEM WHY. WE DIDN'T GET A RESPONSE AND EVENTUALLY THEY SAID IT WAS BECAUSE OF 'FACILITIES' IN BOS. (DON'T KNOW WHAT FACILITIES EXACTLY THEY WERE REFERRING TO, IE, MAINT, MEDICAL.) WE THEN DECIDED TO STAY AT MVY. COMPANY THEN SUGGESTED WE BURN OFF FUEL AND WE AGREED. CAPT DETERMINED WE NEEDED TO BURN APPROX 1 HR OF FUEL BEFORE LNDG. DURING CIRCLING WE CONSIDERED FUEL BURN, HOSPITAL FACILITIES, CFR AVAILABILITY, RWY LENGTH AND TERRAIN IMMEDIATELY ADJACENT TO THE RWY AND OVERRUN. THE 2 MAIN FACTORS THAT INFLUENCED MY DECISION TO DIVERT TO BOS AND LAND INSTEAD OF LNDG AT MVY WERE THAT IF WE WERE GOING TO BURN FUEL ANYWAY, WE MIGHT AS WELL GO BACK TO BOSTON WHERE THERE IS A LARGER RWY AND MORE CAPACITY AT THE HOSPITALS. ENRTE TO BOS, WE BRIEFED THE APCH AND REBRIEFED THE EVAC PROCS AND ENG SHUTDOWN PROCS. BOS APCH GAVE US DELAY BOX VECTORS APPROX 15 MI S OF BOS ARPT. WHEN THE FUEL ON BOARD REACHED APPROX 300 LBS, WE BEGAN THE ILS RWY 4R SIDESTEP RWY 4L APCH. CTLS WERE XFERRED FROM THE FO THE CAPT DURING THE BASE LEG VECTOR. WE DECIDED TO LAND FLAPS 35 DEGS, AND HOLD THE NOSE OFF AS LONG AS POSSIBLE. (IT WAS MENTIONED FROM THE COMPANY CHIEF PLT ON SELCAL THAT A CAPT IN RDG ONCE TOLD/ADVISED HIM TO LAND WITH REDUCED FLAPS AND A HIGHER SPD, AND TRY TO SKIP THE NOSE GEAR ON THE RWY TO STRAIGHTEN OUT THE NOSE GEAR.) WE CHOSE NOT TO DO THAT. WE WERE SWITCHED TO A SEPARATE TWR FREQ OF OUR OWN WITH ATC, CFR, AND US. WE BROKE OUT AT APPROX 1500 FT MSL, SIDESTEPED TO RWY 4L AND TOUCHED DOWN AT REF -10 KTS. (ACFT AT APPROX 13000 LBS.) THE CAPT HELD THE NOSEWHEEL OFF THE RWY AND ALLOWED IT TO TOUCH DOWN AT ABOUT 40 KIAS. WHEN THE NOSE TOUCHED DOWN, THE NOSE OF THE ACFT INITIALLY JERKED TO THE R NO MORE THAN APPROX 1 FOOT. THE CAPT THEN LIFTED THE NOSE AND ALLOWED IT TO TOUCH DOWN A SECOND TIME WHEN IT SEEMED TO SKIP ONCE AND THEN STRAIGHTEN OUT. CAPT ALLOWED THE ACFT TO ROLL WITH MINIMAL BRAKING TO STOP THE ACFT AT TXWY N1. DURING THE ROLLOUT, THE PAX APPLAUDED. CAPT STATED HE USED FULL L RUDDER AND DIFFERENTIAL BRAKING TO MAINTAIN DIRECTIONAL CTL. AFTER BRINGING THE ACFT TO A STOP, THE CAPT SECURED THE ENGS USING MEMORY ITEMS AND THE FO ADVISED TWR WE WERE EVACING THE ACFT ON THE RWY. WE CHOSE NOT TO TAXI THE ACFT OFF THE RWY BECAUSE WE DIDN'T KNOW THE CONDITION OF THE GEAR. WE WERE CONCERNED THAT IF THE GEAR COLLAPSED WHILE TAXIING, THE PROP BLADES WOULD STRIKE THE GND, SHATTER AND COME THROUGH THE FUSELAGE. THE CAPT LEFT THE COCKPIT FIRST AND OPENED THE DOOR WHILE THE FO FINISHED TALKING TO TWR AND RETRIEVED THE FIRE EXTINGUISHER FROM UNDER HIS SEAT. THE CAPT AND FO EXITED THE ACFT AND THE FIRE CHIEF ASKED ME HOW MANY PEOPLE WERE ON BOARD. I TOLD HIM THERE WERE 9. I PUT DOWN THE FIRE EXTINGUISHER NEAR THE NOSE OF THE ACFT AND RE-ENTERED THE ACFT TO INSTRUCT THE PAX TO EXIT AND FOLLOW THE FIRE CHIEF'S INSTRUCTIONS. I ALSO APOLOGIZED TO THE PAX FOR THE INCONVENIENCE AND MADE THE COMMENT THAT 'I COULDN'T IMAGINE WHAT THEY WENT THROUGH BACK THERE.' THE PAX THANKED US, AND TOLD US WE DID A GREAT JOB. THE PAX WERE ASKED TO EXIT OUT OF THE MAIN CABIN DOOR AND THE FIRE CHIEF MET THEM AT THE BASE OF THE STAIRS AND INSTRUCTED THEM TO GO TO HIS VEHICLE. MAINT CAME AND LOOKED AT THE NOSE GEAR AND TOLD US IT WAS OK TO TOW THE ACFT. THE PAX BAGS WERE UNLOADED FROM THE COAT CLOSET AND CARGO COMPARTMENT AND PUT IN A VAN. AN ELECTRIC TUG WAS BROUGHT FROM THE RAMP AND ACFT WAS TOWED BACK TO GATE WITH THE CAPT AND FO ON BOARD. DURING THAT TIME THE COCKPIT VOICE RECORDER CIRCUIT BREAKER WAS PULLED TO PRESERVE THE DATA.

**Synopsis :**

BE02 CREW HAD NOSE GEAR FAIL TO EXTEND. NOSEWHEEL WAS ALSO COCKED.

**ACN: 447561**

## **Time**

Date : 199908

Day : Sun

Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7200

Experience.Flight Time.Last 90 Days : 170

Experience.Flight Time.Type : 490

ASRS Report : 447561

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Ground

## **Person / 4**

Function.Flight Crew : Single Pilot

## **Person / 5**

Function.Controller : Local

## **Events**

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

## **Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DURING TAXI OUT AT THE GATE AT PVD, GND INSTRUCTED 'TAXI VIA TXWY C, HOLD SHORT AT TXWY K, THEN CLRED TO CROSS RWY 5R TO RWY 34.' I MISJUDGED RWY 34 AS RWY 5R AND CONTINUED STRAIGHT AHEAD. WHILE FO'S HEAD WAS DOWN RUNNING CHKLST, LOOKED UP AND STOPPED THE ACFT AT LEAST APPROX 10 FT PRIOR TO THE ACTUAL RWY. TWR DIRECTED A CESSNA GAR ON FINAL OF RWY 34. RWY 34 AND RWY 5R AND TXWY C ALL INTERSECTED EACH OTHER. IT WILL BE VERY HELPFUL IF ADDITIONAL SIGNAGE IS PUT ON TXWY C PRIOR TO TXWY K TO INDICATE RWY 34 IS STRAIGHT AHEAD.

Synopsis :

CESSNA GOES AROUND WHEN BA4100 MISSES TURN AND TAXIES ONTO LNDG RWY.

**ACN: 447611**

### **Time**

Date : 199908

Day : Tue

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : SAW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

### **Environment**

Flight Conditions : VMC

### **Component / 1**

Aircraft Component : Indicating and Warning - Landing Gear

Aircraft Reference : X

Problem : Malfunctioning

### **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 4000

ASRS Report : 447611

### **Person / 2**

Function.Observation : Passenger

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

### **Supplementary**

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

THE APCH WAS COMPLETELY NORMAL WITH NO UNUSUAL CIRCUMSTANCES OR DISTRS. THE ONLY REMARKABLE POINT WAS THAT ON RUNNING THE LNDG CHKLIST AS PRINTED IN THE PANEL BEING THE YOKE, I HELD OFF ON THE GEAR BECAUSE THE ACFT WAS ABOUT 7 KTS ABOVE VLO WITH 10 DEGS OF FLAPS. WITHOUT EXCEPTION (BUT ONE) I CHK MY 3 GREEN LIGHTS AT ABOUT 50 FT, BUT TODAY I DID NOT. I HAD A NEW SET OF TIRES PUT ON THE ACFT, A COUPLE DAYS BEFORE, THAT HAD A HIGHER PROFILE THAN THE PREVIOUS ONES. I WAS AT THE 50 FT POINT, CONCENTRATING ON THE PENDING FLAIR AND NEGLECTED TO DOUBLECHK THE 3 GREEN LIGHTS. NO GEAR WARNING HORN OR LIGHT SOUNDED AND POST INCIDENT WAS FOUND TO BE INOP DUE TO A PREVIOUSLY INCORRECT INSTALLATION DURING A REPAIR. OTHER THAN THE PF'S EGO, THERE WERE NO INJURIES OF ANY KIND SUSTAINED. THERE WAS 1 PAX ON BOARD AND WE BOTH EVACED TO THE SIDE OF THE RWY IMMEDIATELY AFTER TOUCHDOWN.

Synopsis :

PLT LANDS GEAR UP. GEAR WARNING SYS INOP.



**ACN: 447628**

## **Time**

Date : 199908

Day : Mon

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ORF.Airport

State Reference : VA

Altitude.AGL.Single Value : 0

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2760

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 810

ASRS Report : 447628

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Other Personnel : Ramp Guidance

## **Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

## **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

PRIOR TO ENG START, GND MARSHALLER ASKED CAPT IF HE WOULD LIKE TO START BOTH ENGS PRIOR TO TAXI. CAPT ACKNOWLEDGED YES AND SHUT L CREW WINDOW. COCKPIT CREW RAN BEFORE START ENG CHKLIST TO COMPLETION AND CAPT TOLD FO WE WERE GOING TO START BOTH ENGS PRIOR TO TAXI. R ENG WAS STARTED USING NORMAL COMPANY PROCS WITH GND PWR UNIT. CAPT GAVE SIGNAL FOR GPU TO BE DISCONNECTED AND CHOCKS REMOVED, CALLED FOR AFTER START CHKLIST DOWN TO LINE. WHILE GND PERSONNEL (NOT MARSHALLER) WERE DISCONNECTING GPU, FO INITIATED L ENG START. CAPT WAS OBSERVING GND CREW, NOTICED PROP TURNING, QUESTIONED FO ABOUT L ENG. FO MISUNDERSTOOD CAPT'S DIRECTIONS REGARDING START OF BOTH ENGS AND HAD NOT COMPLETED AFTER START CHKLIST OF R ENG. CAPT DID NOT GIVE COMMAND FOR L ENG 'ON THE LOCKS, CLR, WITH A CAP' PRIOR TO START. FO DID GUARD FEATHER LEVER DURING START AND ASKED IF CAPT WANTED TO SHUT DOWN L ENG. CAPT REPLIED NO, WHILE MAINTAINING CONTINUOUS VISUAL CONTACT WITH GND CREW. MARSHALLER MADE SIGNAL TO HOLD POS OR SHUT DOWN. I DON'T REMEMBER BECAUSE I WAS WATCHING RAMPER NEAR ACFT. GPU APPEARED TO BE DISCONNECTED WHEN BECOMING AWARE OF SIT. THE L ENG STARTING WITHOUT CALLING FOR IT STARTLED ME, THE BEST ACTION WOULD HAVE BEEN TO IMMEDIATELY SHUT DOWN L ENG. IN THE SIT, I CONCENTRATED ON MY GND CREW AT THE L NOSE OF THE ACFT AND ENSURED SHE WAS CLR AND SAFE. THE FO AND MYSELF CLERED UP THE CHKLIST ITEMS AND I CLARIFIED WHAT MY WISHES HAD BEEN. WE MADE SURE PROPER PROCS WERE CLR AND THIS SIT NEVER OCCURS AGAIN. SUPPLEMENTAL INFO FROM ACN 447489: CONTRIBUTING FACTORS WERE: UNCLR DIRECTIONS. NO DECISIONS WERE MADE TO SHUT ENG DOWN. IN AN EFFORT TO BE 'SWIFT,' THINGS MISTAKENLY GOT OUT OF HAND.

Synopsis :

ENG STARTED WITH IMPROPER COORD WITH FLC AND GND CREW PUTS GND CREW IN HAZARDOUS SIT.

**ACN: 447641**

**Time**

Date : 199908

Day : Tue

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : SDF.Airport

State Reference : KY

Altitude.MSL.Single Value : 26000

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Hydraulic Main System - Regulator

Aircraft Reference : X

Problem : Malfunctioning

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 6000

ASRS Report : 447641

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Other Personnel : Vehicle Driver

**Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed As Precaution

Resolutory Action.Controller : Issued New Clearance

Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft

Narrative :

ON DSCNT, 'A' SYS HYD PRESSURE DROPPED TO 1300 PSI WHICH RESULTED IN DEGRADED PERFORMANCE OF LEADING EDGE DEVICES, LNDG GEAR AND NOSEWHEEL STEERING. PROB WAS TREATED AS A LOSS OF 'A' SYS AND FOLLOWED UP WITH LOSS OF 'A' SYS CHKLST. A FLAPS 15 DEG LNDG WAS MADE UNEVENTFUL AND ACFT WAS TOWED FROM RWY TO GATE DUE TO LACK OF NOSEWHEEL STEERING. THE FOLLOWING DAY I DISCUSSED THE REPAIRS WITH OUR MAINT PERSONNEL AND WAS INFORMED THE PROB AROSE FROM A FAULTY 'A' SYS MODULATOR UNIT.

Synopsis :

B737 LOSES HYD PRESSURE IN ONE SYS.

**Time**

Date : 199908  
Day : Sat  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : MCO.Airport  
State Reference : FL  
Altitude.MSL.Single Value : 5000

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Hydraulic Main System  
Aircraft Reference : X  
Problem : Failed

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 14000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 7000  
ASRS Report : 447735

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 10500  
Experience.Flight Time.Last 90 Days : 220  
Experience.Flight Time.Type : 680  
ASRS Report : 447725

**Person / 3**

Function.Controller : Departure

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Conflict : Ground Less Severe  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed As Precaution  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor

Narrative :

AFTER GEAR AND FLAP RETRACTION, #1 'A' HYD PUMP LOW PRESSURE LIGHT FLICKERED ALONG WITH THE MASTER CAUTION LIGHT. SHORTLY THEREAFTER SYS 'A' HYD PRESSURE DROPPED TO ZERO AND HYD QUANTITY DROPPED TO ZERO. CAPT DECLARED EMER AND CLB WAS STOPPED AT 5000 FT MSL. FO CONTINUED TO FLY WHILE THE CAPT RAN THE QRH LOSS OF SYS 'A' HYD CHKLST. CAPT THEN ASSUMED FLYING DUTIES WHILE THE FO RAN THE OVERWT LNDG AND LOSS OF SYS 'A' PRELIMINARY LNDG AND LOSS OF SYS 'A' LNDG CHKLSTS. FLT ATTENDANTS PREPARED CABIN FOR A NORMAL LNDG. CAPT LANDED ACFT ON RWY 36R, ROLLED OUT TO THE END AND TURNED OFF ONTO TXWY WHERE ARPT SAFETY PERSONNEL INSPECTED THE EXTERIOR OF THE ACFT. AFTER BEING RELEASED BY SAFETY PERSONNEL, THE CAPT WAITED AN ADDITIONAL 10-15 MINS BEFORE HAVING MAINT PERSONNEL TOW ACFT TO THE GATE. LOGBOOK ENTRIES WERE MADE FOR THE LOSS OF SYS 'A' HYDS AND OVERWT LNDG. THE QRH WORKED WELL, BUT THERE IS LITTLE GUIDANCE ON THE LENGTH OF TIME TO LET BRAKES COOL. RTO AND QUICK TURN AROUND CHARTS ALL NOT DIRECTLY APPLICABLE. ON FINAL APCH, THE TWR TURNED AN MD80 IN FRONT OF US. THE MD80 WAS TOLD TO SPEND MINIMUM TIME ON RWY 36R BECAUSE OF OUR SIT. SLIGHT S-TURNS WERE MADE TO MAKE SURE THE MD80 WOULD BE CLR OF THE RWY. ALTHOUGH THIS HAD NO BEARING ON THE OUTCOME, IT WAS AN UNNEEDED DISTR.

Synopsis :

B737, LOSS OF PRIMARY HYD SYS AND FUEL RETURNS TO MCO TO LAND. EMER DECLARED.

**Time**

Date : 199909  
Day : Sun  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : PIT.Airport  
State Reference : PA  
Altitude.MSL.Bound Lower : 5000  
Altitude.MSL.Bound Upper : 5400

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Elevator Trim System  
Aircraft Reference : X  
Problem : Malfunctioning

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 1800  
Experience.Flight Time.Last 90 Days : 160  
Experience.Flight Time.Type : 160  
ASRS Report : 448112

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 2750  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Type : 55  
ASRS Report : 448515

**Person / 3**

Function.Controller : Departure

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Clearance  
Anomaly.Other Anomaly : Loss Of Aircraft Control  
Independent Detector.Aircraft Equipment : Altitude Alert  
Independent Detector.ATC Equipment.Other ATC Equipment : Mode C  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Returned To Assigned Altitude  
Resolatory Action.Controller : Issued New Clearance  
Consequence.FAA : Reviewed Incident With Flight Crew

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Company  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

ON SEP/XA/99, DURING CLBOUT FROM PIT, WE GOT A MASTER WARNING INDICATION (RED LIGHT). THE WARNING WAS 'PITCH TRIM 1 INOP.' BASICALLY, WE HAD LOST OUR PRIMARY PITCH TRIM. WE WERE ASSIGNED TO CLB AND MAINTAIN 5000 FT. THE CAPT (PNF) CONSULTED OUR QRH TO SEE IF THERE WERE ANY CORRECTIVE ACTIONS TO BE PERFORMED. BEING RELATIVELY NEW IN THE ACFT, I WAS TRYING TO UNDERSTAND EXACTLY WHAT THE PROB WAS. IT TURNED OUT THAT I HAD NO PRIMARY PITCH TRIM (YOKE SWITCH), BUT I DID HAVE BACKUP TRIM (PEDESTAL). IN ADDITION, I COULD NOT USE THE AUTOPLT BECAUSE WE KEPT GETTING A MASTER CAUTION CONCERNING THE AUTOPLT AND PITCH TRIM WHEN WE TRIED. AS I KEPT THINKING ABOUT OUR PROB, I FAILED TO MONITOR OUR ALT DURING THE CLB. WE PASSED THROUGH 5000 FT AND I HEARD THE ALT ALERTER AS WE PASSED THROUGH 5300 FT. I PUSHED THE NOSE OVER (GENTLY AT FIRST, BECAUSE OF THE PAX). AT ONE POINT, WE RECEIVED A TCASII TA AND I BELIEVE THE TFC WAS 1500 FT ABOVE US. WE RETURNED TO 5000 FT. BY THAT TIME THE DEP CTLR CALLED US AND SAID WE WERE ASSIGNED 5000 FT. PRIOR TO LEAVING THE FREQ, WE EXPLAINED WHAT HAPPENED TO THE CTLR AND HE SAID IT WAS NOT A PROB, THERE WAS NO VIOLATION. BASICALLY, I FAILED TO MONITOR THE ACFT WHILE DEALING WITH A PROB. A HUMAN FACTORS ERROR THAT UNFORTUNATELY CONTINUES TO OCCUR. HOWEVER, ONE THAT I WILL BE MORE AWARE OF IN THE FUTURE. SUPPLEMENTAL INFO FROM ACN 448515: THIS WAS 4TH FLT ON ACFT AS CAPT AFTER IOE. I BEGAN TO RUN CHKLIST FOR FAILURE. I HEARD ALT ALERT AND LOOKED UP. WE WERE AT 5400 FT (CLRED TO 5000 FT). ABOUT SAME TIME CTLR ASKED WHAT WAS WRONG AND CLRED US TO MAINTAIN 6000 FT. I TOLD HIM WE WERE AT 5200 FT LEVELING BACK AT 5000 FT. BOTH THE FO AND MYSELF WERE NEW TO THE ACFT. AS CAPT, I SHOULD HAVE NOT FOCUSED ONLY ON THE PITCH TRIM FAILURE AND ENSURED WE LEVELED AT 5000 FT. MY PERSONAL POLICY IS TO NOW STOP EVERYTHING ELSE TO MONITOR THE LEVELOFF FROM 500-1000 FT PRIOR.

Synopsis :

AN EMB145 FLC CLBS ABOVE ITS ASSIGNED ALT DURING A 'PITCH TRIM 1 INOP' EVENT 20 MI N OF PIT, PA.



**ACN: 448150**

### **Time**

Date : 199908

Day : Sun

Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : LGA.Airport

State Reference : NY

Altitude.MSL.Single Value : 2000

### **Component / 1**

Aircraft Component : Nose Gear

Aircraft Reference : X

Problem : Malfunctioning

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 448150

### **Person / 2**

Function.Flight Crew : First Officer

### **Person / 3**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Flight Crew : Overcame Equipment Problem

### **Supplementary**

Problem Areas : Aircraft

Narrative :

DURING APCH TO LGA, GEAR LOWERED. THE L AND R MAIN GEAR INDICATED DOWN AND LOCKED, WITH NO NOSE GEAR INDICATION -- THE LIGHT WAS NOT RED OR GREEN. EXECUTED A MISSED APCH AND DECLARED AN EMER. THE GEAR WAS CYCLED AND THE GEAR INDICATED DOWN AND LOCKED. THE NOSE GEAR TOOK LONGER THAN NORMAL, BUT THE GREEN LIGHT WAS ILLUMINATED WITH NO LNDG GEAR PIN EXTENDED ON THE CTR CONSOLE. THE EMER WAS CANCELED WITH THE 3 GREEN DOWN AND LOCKED INDICATIONS IN THE COCKPIT. THE LNDG WAS UNEVENTFUL, TAXIED TO THE GATE.

Synopsis :

AN S80 MAKES A MISSED APCH WHEN THE NOSE LNDG GEAR FAILS TO INDICATE A DOWN AND LOCKED CONDITION 5 MI NE OF LGA, NY.

**Time**

Date : 199909  
Day : Tue  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : IAH.Airport  
State Reference : TX  
Altitude.MSL.Single Value : 13000

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Flap/Slat Control System  
Aircraft Reference : X  
Problem : Malfunctioning

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 11600  
Experience.Flight Time.Last 90 Days : 220  
Experience.Flight Time.Type : 4000  
ASRS Report : 448413

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Maintenance Problem : Improper Documentation  
Anomaly.Maintenance Problem : Improper Maintenance  
Anomaly.Maintenance Problem : Non Compliance With MEL  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Overcame Equipment Problem  
Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Company  
Problem Areas : Maintenance Human Performance

Narrative :

AFTER WE WERE CLRED FOR THE SABINE ARR INTO HOUSTON WITH CLRNC TO, 'CROSS SMITH AT 10000 FT AND 250 KTS,' WE PROCEEDED TO COMPLY WITH THE ARR. THE FO (PF) WAS A LITTLE BEHIND THE DESIRED PROFILE FOR OUR RESTR AND ELECTED TO EXTEND THE SPD BRAKES. OUR RATE OF DSCNT INCREASED AND WE RETURNED TO THE FMC PROFILE (LNAV/VNAV) FROM LEVEL CHANGE. JUST AS WE STOWED THE BOARDS WE GOT A LEADING EDGE TRANSIT CAUTION LIGHT ON THE FORWARD CONSOLE. I NOTED THE GAUGE INDICATED THE FLAPS WERE IN FACT UP. THE OVERHEAD LEADING EDGE DEVICE PANEL HOWEVER INDICATED THE #5 SLAT WAS PARTIALLY EXTENDED (GREEN CELL LIGHT ON). I JIGGLED THE FLAP HANDLE AND SUGGESTED THE FO SLOW DOWN WHICH HE DID. THE LIGHT WENT OUT BUT CAME ON IN LESS THAN A MIN AND I BEGAN TO RUN THE ABNORMAL CHKLST (QRH). IT WAS OBVIOUS WE WOULD NOT MAKE SMITH AT 10000 FT AND 250 KTS, SO I RPTD SAME TO ZHU. ZHU MADE NO REPLY TO MY INABILITY TO MAKE THE RESTR BUT PASSED ME TO APCH CTL. ON ROLLOUT AND TAXI IN WITH FLAPS UP WE GOT THE SAME 2 LIGHTS. MAINT WAS ADVISED AND A WRITE-UP WAS MADE. IN DISCUSSION WITH MAINT WE WERE INFORMED THIS WAS A RECURRING PROB WITH ACFT ABC. (NOTHING WAS CURRENT IN THE MAINT LOG PAST WRITE-UPS WHICH I HAD REVIEWED EARLIER.) ALSO THE ASYMMETRY PROTECTION CIRCUIT BREAKER HAD ALREADY BEEN PULLED AND COLLARED (REQUIRED TO DO TO MEL ACFT FOR NEXT FLT). THIS IN MY OPINION WAS UNSATISFACTORY IF THE PRIOR WRITE-UP WAS CLRED THAT CIRCUIT BREAKER SHOULD HAVE BEEN RESET. I WAS FLYING AROUND WITHOUT ASYMMETRY PROTECTION. WE NEED TO PAY MORE ATTN TO DETAILS AND ACTUALLY FIX ACFT WITH PROBS. ALTHOUGH EVERYTHING WORKED OUT SAFELY I STILL WONDER IF WE MADE SMITH AT 10000 FT 250 KTS OR IF ZHU EVER HEARD ME SAY I HAD A PROB. I WAS WORKING ON SAFETY FIRST.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH THE FLAP-SLAT ASYMMETRY INOP CAUSED BY A CIRCUIT BREAKER LOCKED OUT FROM A PREVIOUSLY CLRED DEFERRED ITEM.

**ACN: 448519**

### **Time**

Date : 199909

Day : Sun

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : DEN.Airport

State Reference : CO

Altitude.MSL.Single Value : 8000

### **Environment**

Flight Conditions : VMC

### **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 200

ASRS Report : 448519

### **Person / 2**

Function.Flight Crew : First Officer

### **Person / 3**

Function.Controller : Approach

### **Events**

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Unable

Resolatory Action.Other : CHKLIST PROC FOLLOWED

Consequence.Other : Maintenance Action

### **Supplementary**

Problem Areas : Aircraft

Narrative :

DURING VISUAL APCH AT APPROX 200 KIAS, FLAPS HANDLE WAS PLACED IN POS #1 BRIEFLY AND THEN POS #2. ECAM MESSAGE WAS ANNUNCIATED FOR SLATS FAULT. ECAM PROC WAS FOLLOWED WHICH CALLED FOR RECYCLING OF FLAPS. SLATS REMAINED AT ZERO DEGS BUT FLAPS EXTENDED NORMALLY. AN UNEVENTFUL LNDG WAS MADE.

Synopsis :

FLC OF AN AIRBUS 320 LANDED WITHOUT WING SLATS EXTENDED DUE TO A SYS FAULT.

## Time

Date : 199909

Day : Fri

Local Time Of Day : 0001 To 0600

## Place

Locale Reference.Airport : BUF.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

## Component / 1

Aircraft Component : Fuel Storage System

Aircraft Reference : X

Problem : Not Installed

## Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4166

Experience.Flight Time.Last 90 Days : 169

Experience.Flight Time.Type : 169

ASRS Report : 448936

## Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

## Person / 3

Function.Other Personnel : Vehicle Driver

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

## Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

DID NORMAL PREFLT. EVERYTHING LOOKED GREAT. LANDED WITH FUEL LOAD EXPECTED. UPON POSTFLT WALKAROUND, DISCOVERED FUEL CAP MISSING. FURTHER INVESTIGATION OF PROB REQUIRED TO CONCLUDE POSSIBLE PROB.

Synopsis :

A FALCON 20 POSTFLT CHK REVEALED FUEL CAP MISSING. RPTR ACCOMPLISHED PREFLT CHK AND RPTS ALL OK.



## Time

Date : 199908

Day : Mon

Local Time Of Day : 1801 To 2400

## Place

State Reference : TX

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

## Component / 1

Aircraft Component : Landing Gear

Aircraft Reference : X

Problem : Design Deficiency

Problem : Improperly Operated

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 935

Experience.Flight Time.Last 90 Days : 4

Experience.Flight Time.Type : 443

ASRS Report : 449127

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

## Situations

Aircraft.Make Model.Value : 226.18

Aircraft.Aircraft Component.Value : 23.11

## Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

PROB: ON LNDG, GEAR WAS UNLOCKED BUT UP. CONTRIBUTING FACTORS: BUSY COCKPIT. DID NOT NOTICE GEAR DOWN AND LOCKED LIGHT WAS NOT ON. DISCOVERED: GEAR UP WAS DISCOVERED ON LNDG. CORRECTIVE ACTION: WAS UNABLE TO HEAR GEAR WARNING HORN BECAUSE OF NEW NOISE CANCELING HEADSETS. RECOMMEND REMOVAL OF 1 EAR PIECE IN LNDG PHASE OF FLT TO ALLOW AUDIBLE WARNING DEVICES TO BE HEARD BY PLT. THE NOISE CANCELING HEADSETS WERE TESTED BY 3 PEOPLE ON THE GND AND ALL 3 PEOPLE NOTED THAT WITH THE HEADSETS ACTIVE THAT THE GEAR WARNING HORN WAS COMPLETELY MASKED BY THE HEADSETS.

Synopsis :

C177 PLT LANDED GEAR UP.

**Time**

Date : 199909

Day : Tue

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.MSL.Bound Lower : 19000

Altitude.MSL.Bound Upper : 19300

**Environment**

Flight Conditions : IMC

**Component / 1**

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Improperly Operated

**Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2000

ASRS Report : 449130

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Undershoot

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : mode c

Independent Detector.Other.ControllerA : 4

Resolutory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON DEP OUT OF MSP, WE WERE DEVIATING FOR TSTMS IN AREA. RECEIVED ALT CHANGE FROM FL230 BACK TO FL190. HAD FAILED TO SET 29.92 IN AT FL180. UPON LEVELING AT FL190, CTR ADVISED US ALT 300 FT OFF. WE RESET ALTIMETER AND IMMEDIATELY CORRECTED BACK TO FL190.

Synopsis :

A B727 FLT IS OFF ITS ASSIGNED ALT AT LEVELOFF WHEN THE CREW HAD NOT SET THE ALTIMETER TO 29 PT 92 CLBING OUT OF FL180, 50 MI E OF MSP, MN.

### Time

Date : 199909

Day : Sat

Local Time Of Day : 1201 To 1800

### Place

Locale Reference.Airport : BFI.Airport

State Reference : FO

Altitude.MSL.Single Value : 1500

### Component / 1

Aircraft Component : Fan Case

Aircraft Reference : X

Problem : Malfunctioning

### Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2000

ASRS Report : 449609

### Person / 2

Function.Flight Crew : First Officer

### Person / 3

Function.Controller : Local

### Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Fumes

Anomaly.Other Anomaly : Smoke Or Fire

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

### Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

DUE TO AN ENG FIRE INFLT WHICH RESULTED IN AN EMER LNDG THE CAPT WHO WAS THE PNF DECIDED HE WILL CONTINUE TO DO PNF DUTIES DURING THE REST OF THE FLT. EVEN THOUGH MEMORY ITEMS AND ENG FIRE INFLT CHKLST WERE ACCOMPLISHED THE REST OF THE SINGLE ENG OP CHKLST WAS ACCOMPLISHED SILENTLY AND CANNOT RECALL IF ANYTHING WAS SAID TO THAT RESPECT. HOWEVER ALL ITEMS WERE DONE EXCEPT ON THE PART OF BRIEFING THE APPROPRIATE VREF SPDS DURING OR PERTAINING TO THE SINGLE ENG PROFILE. CAPT RECALLS ADVISING PF (FO) ABOUT MAINTAINING A SPECIFIC AIRSPD PRIOR TO LNDG AND THAT IT WAS WELL ABOVE MINIMUM SPECIFIED ON CHKLST. BUT NO MENTION ON ACCOMPLISHING CHKLST VERBALLY. ALSO, AFTER LNDG AND SINCE FIRE WAS OUT BEFORE TOUCHDOWN CAPT REQUESTED FIRE CHIEF TO ADVISE ON WHETHER OR NOT TO TAXI TO THE RAMP, WHICH HE ACCEPTED AND A NORMAL DEPLANING OF PAX WAS DONE. NO ONE WAS INJURED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE FIRST WARNING RECEIVED WAS AN ACRID ODOR FOLLOWED BY THE R ENG LOW OIL PRESSURE WARNING AND 3-5 SECONDS LATER THE ENG FIRE WARNING ALARM AND LIGHTS. THE RPTR SAID THE CAUSE WAS A COMPRESSOR CASE BORESCOPE PLUG NOT SECURED ALLOWING THE COMBINATION OF HOT BLEED AIR AND ENG OIL TO MIX. THE RPTR STATED THE ENG WAS REPLACED DUE TO FIRE DAMAGE.

Synopsis :

AN ATR42-300 ON A VISUAL APCH AT 1500 FT DECLARED AN EMER AND LANDED DUE TO FIRE WARNING FROM #2 ENG CAUSED BY AN UNSECURED COMPRESSOR BORESCOPE PLUG.

**Time**

Date : 199909  
Day : Sun  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : IAD.Airport  
State Reference : VA  
Altitude.MSL.Single Value : 5000

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Oil Contents Indication  
Aircraft Reference : X  
Problem : Failed

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 3500  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 1800  
ASRS Report : 449648

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5500  
Experience.Flight Time.Last 90 Days : 225  
Experience.Flight Time.Type : 775

**Person / 3**

Function.Controller : Departure

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Provided Flight Assist  
Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft

Narrative :

A FEW MINS AFTER DEPARTING IAD, THE L-HAND ENG CATASTROPHICALLY FAILED. OIL CAP LIGHT PRECEDED FAILURE BY .5 SECONDS. CREW PERFORMED MEMORY ITEMS AND COMPLIED WITH QRH. AS EMER WAS DECLARED, PRIORITY GIVEN. SINCE IAD WAS NEAREST SUITABLE ARPT, CREW LANDED THERE ON RWY 1R. ACFT WAS MET BY EMER VEHICLES AND INSPECTED FOR ANY FIRE HAZARDS. NONE WERE FOUND AND CREW TAXIED ACFT TO THE GATE. NO PAX INJURIES.

Synopsis :

JETSTREAM 3200 DEP IAD SUSTAINS CATASTROPHIC ENG FAILURE AND RETURNS TO LAND.



**Time**

Date : 199909  
Day : Mon  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.ATC Facility : ZFW.ARTCC  
State Reference : TX  
Altitude.MSL.Bound Lower : 21500  
Altitude.MSL.Bound Upper : 24000

**Environment**

Flight Conditions : VMC

**Component / 1**

Aircraft Component : Powerpl Fuel Control  
Aircraft Reference : X  
Problem : Failed

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 6000  
Experience.Flight Time.Last 90 Days : 40  
Experience.Flight Time.Type : 1200  
ASRS Report : 449813

**Person / 2**

Function.Flight Crew : Captain  
Experience.Flight Time.Total : 2800  
Experience.Flight Time.Last 90 Days : 95  
Experience.Flight Time.Type : 575  
ASRS Report : 448856

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Clearance  
Independent Detector.ATC Equipment.Other ATC Equipment : MODE C  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Controller : Issued New Clearance  
Consequence.Other : Maintenance Action

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

DURING A RELOCATION FLT FROM FRG TO ADS, WE EXPERIENCED FUEL FLOW AND ITT FLUCTUATIONS, ACCOMPANIED BY ENG SURGES. WE REDUCED PWR ON THE R-HAND ENG AND TURNED OFF THE FUEL COMPUTER. WE BROUGHT THE ENG BACK UP TO PWR AND RESUMED OUR TRIP WITH THE COMPUTER IN THE MANUAL MODE. ALL WAS WELL AND GOOD UNTIL WE STARTED OUR DSCNT ON THE FINGR 3 ARR TO ADS ARPT. OUR DSCNT CLRNC WAS 'CLRED TO FL240 EXPECT FINGR AT 9000 FT.' DURING PWR REDUCTION FOR THE DSCNT THE R-HAND ENG FLAMED OUT. WHILE WE WERE SECURING THE ENG, ATC REQUESTED OUR ALT. AT THAT TIME I REPLIED 'FL215 WITH AN ENG FAILURE.' WE WERE THEN CLRED TO 9000 FT AND ASKED IF WE WERE DECLARING AN EMER. WE DECLINED THE EMER AND CONTINUED OUR DSCNT. WE ATTEMPTED TO RELIGHT THE ENG USING BOTH WINDMILLING AND STARTER ASSISTED ENG START TO NO AVAIL. WE RESECURED THE ENG AND ARRIVED UNEVENTFULLY AT OUR DEST ON 1 ENG. THE CAUSE FOR THE ENG FAILURE WAS A DEFECTIVE FUEL CTL UNIT ON THE ENG. THE CAUSE FOR DSNDING BELOW AN ASSIGNED ALT WAS THE FLC'S DIVERTED ATTN TO RELIGHT ENVELOPE CHARTS, SECURING PROCS, FUEL MGMNT, ETC. WE DID REQUEST MEN AND EQUIP, CFR, TO BE STANDING BY AT ADDISON ARPT FOR OUR ARR. SUPPLEMENTAL INFO FROM ACN 448856: WX WAS VMC AND THERE WAS NO CONFLICTING TFC. DURING THE CONTINUED DSCNT, WE ATTEMPTED WINDMILLING AND STARTER ASSISTED RESTARTS WITH NO SUCCESS, AND THE ENG WAS SECURED ACCORDING TO THE FLT MANUAL PROCS.

Synopsis :

A DSNDING LEAR 25 OVERSHOOTS ITS ASSIGNED ALT AFTER LOSING THE R ENG WHEN THE FUEL CTL UNIT CANNOT SUPPLY THE CORRECT FUEL FLOW TO THE ENG DURING THE FINGR 3 ARR INTO ADS, TX.

**ACN: 450061**

## **Time**

Date : 199909

Day : Sat

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC

## **Component / 1**

Aircraft Component : AC Generator/Alternator

Aircraft Reference : X

Problem : Malfunctioning

## **Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 400

ASRS Report : 450061

## **Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4200

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2500

ASRS Report : 444250

## **Person / 3**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Consequence.FAA : Reviewed Incident With Flight Crew

## **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE RETURNING TO GATE DUE TO A MECHANICAL PROB AND WERE HOLDING SHORT TO CROSS ACTIVE RWY. AS FO/PNF, I HAD BEEN ON #2 COM TO OPS AND MAINT REGARDING OUR SIT AND I HAD NOT BEEN LISTENING FOR A XING CLRNC. GND CTL THOUGHT WE APPEARED TO BE OVER THE HOLD SHORT LINE AND CITED THEIR PERSPECTIVE IN CLRING US TO CROSS. OUR COMPANY HAS A POLICY AGAINST RUNNING CHKLISTS HOLDING SHORT OF A RWY AND I NOW SEE BENEFIT OF BOTH CREW MEMBERS LISTENING FOR SUCH CRITICAL CLRNCS IN TERMS OF SAFETY AND PEACE OF MIND. I 'SEE THE LIGHT' ABOUT BEING 'IN THE DARK.'

Synopsis :

CAPT OF AN ATR72 BELIEVED HE HEARD TWR CTLR CLR HIM TO CROSS THE ACTIVE RWY WHILE RETURNING TO THE GATE AND THEN STOPPED PAST THE HOLD SHORT LINE WHEN HE REALIZED THE CLRNC WAS NOT FOR HIM.

**ACN: 450266**

## **Time**

Date : 199909

Day : Fri

Local Time Of Day : 1201 To 1800

## **Place**

State Reference : GA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 600

## **Environment**

Flight Conditions : VMC

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 36

Experience.Flight Time.Type : 745

ASRS Report : 450266

## **Person / 2**

Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Aircraft Damaged

## **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

ABOUT XA00 I WAS APCHING THE WASHINGTON-WILKES ARPT FROM THE SW. THE WIND WAS CALM AND THERE WAS NO OTHER TFC RPTED, SO I ELECTED TO LAND ON RWY 13. AS I LINED UP WITH THE RWY AND BEGAN MY PRELNDG CHKLST, I WAS TOTALLY SURPRISED WHEN I MET AN ACFT LEAVING THE ARPT FROM RWY 31. THERE HAD BEEN NO INDICATION OF OTHER TFC IN THE VICINITY. I HAD CALLED IN AND RPTED MY POS AND INTENTION, BUT THE OTHER ACFT WAS EITHER NOT USING A RADIO OR WAS USING THE WRONG FREQ. THE FBO SAID HE WAS UNAWARE OF THE OTHER PLANE'S PRESENCE. THE ENCOUNTER UPSET ME AND DIVERTED MY ATTN. I SIMPLY FAILED TO GET THE LNDG GEAR DOWN. I TOUCHED DOWN SMOOTHLY AND SKIDDED FOR PERHAPS 75 FT WITH NO INJURY TO MYSELF AND SEEMINGLY MINOR DAMAGE TO THE AIRPLANE. NO OTHER PERSON WAS ABOARD.

Synopsis :

PVT PLT OF A LOW WING SEL ACFT BECAME DISTR WHEN LINING UP TO LAND BY ANOTHER ACFT DEPARTING IN THE OPPOSITE DIRECTION AND FORGOT TO EXTEND THE LNDG GEAR.

**ACN: 450746**

## **Time**

Date : 199910

Day : Fri

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : TVC.Airport

State Reference : MI

Altitude.MSL.Single Value : 9000

## **Environment**

Flight Conditions : VMC

## **Component / 1**

Aircraft Component : Hydraulic Main System

Aircraft Reference : X

Problem : Failed

## **Person / 1**

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3380

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 700

ASRS Report : 450746

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Radar

## **Person / 4**

Function.Other Personnel : Dispatcher

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Maintenance Action

## **Supplementary**

Problem Areas : Aircraft

Narrative :

40 MI OUT OF TVL ON OCT/XA/99. WE RECEIVED A SINGLE CHIME, MASTER CAUTION 'HYD' LIGHT ON OUR CAP PANEL. THIS ALERTED US TO LOOK UP AND IDENT THE PROB. THE GREEN HYD SYS 'LOW LEVEL' LIGHT WAS ILLUMINATED. THE GREEN SYS CTLS THE LNDG GEAR AND NORMAL BRAKES. WE FOLLOWED THE QRH PROCS FOR THE 'LOW LEVEL' CHKLST. THE FO WAS FLYING, SO I BRIEFED HIM ON THE SIT. I TOLD HIM THAT I WAS GOING TO CONTACT DISPATCH AND MAINT CTL AND GIVE THEM THE HEADS UP. I TOLD HIM TO CALL ZMP AND HAVE THEM CALL TVL AND HAVE THE CFR STANDING BY. NO EMER DECLARATION WAS MADE. I THEN TOLD HIM THAT I WAS OFF RADIO #1, ZMP, AND WOULD BE ON #2 RADIO WITH COMPANY. I DISCUSSED THE OPTIONS WITH COMPANY AND DECIDED TO PROCEED TO TVL WITH SUFFICIENT RWY AVAILABLE AS DETERMINED BY THE QRH PROCS. I TOLD DISPATCH TO CALL THE CONTRACT MAINT TO GET THEM GOING. I RPTED BACK ON WITH THE FO AND ADVISED HIM WHAT COMPANY SAID, AND HE ADVISED ME OF OUR FLT CONDITIONS. WE WERE CLRED FOR THE VISUAL APCH AND WE MANUALLY EXTENDED THE GEAR. WE LANDED WITHOUT EVENT AND SLOWED USING REVERSE AND THE EMER BRAKE. WE PROCEEDED CLR OF THE RWY, AND CFR FOLLOWED US TO THE GATE AREA WHICH WAS SLIGHTLY MODIFIED FOR OUR ARR GIVEN OUR SIT. UPON POSTFLT INSPECTION, WE NOTICED THE HYD RESERVOIR NEEDED SVCING AS IT WAS BELOW THE REFILL LINE. IT APPEARED THAT UPON PARKING BRAKE SETTING, THE REMAINDER OF THE FLUID HAD LEAKED ONTO THE TARMAC. NO FURTHER EVENTS NOTED. DUE TO THE QUICKNESS OF THE SIT, NEITHER THE FO NOR I HAD DECLARED AN EMER, EVEN THOUGH WE HAD CFR STANDING BY. MAINT TIGHTENED A LOOSE NUT AND SVCED THE FLUID AND WE WERE ON OUR WAY BACK TO ORD.

Synopsis :

AT 42 CREW HAD GREEN SYS HYD FAILURE.



## **Time**

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ABE.Airport

State Reference : PA

Altitude.MSL.Bound Lower : 8000

Altitude.MSL.Bound Upper : 8600

## **Environment**

Flight Conditions : VMC

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 1800

ASRS Report : 451050

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Radar

## **Events**

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.None Taken : Detected After The Fact

## **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

ABE DEP TOLD US TO CLB TO 8000 FT. WE WENT THROUGH THE ASSIGNED ALT TO 8600 FT. DEP TOLD US TO MAINTAIN 8000 FT AND WE DSNDDED BACK DOWN TO 8000 FT. THE FO WAS FLYING AND I WAS PERFORMING AFTER TKOF CHKLIST. CONTRIBUTING FACTORS WERE THE FO'S LACK OF EXPERIENCE IN THE ACFT (LESS THAN 70 HRS), TURB AS WE ENTERED THE BROKEN LAYER OF CLOUDS AND WORKLOAD AT THE TIME OF THE LEVELOFF. THERE WAS NO TFC CONFLICT.

Synopsis :

A REGIONAL JET FLC CLBED ABOVE THE ASSIGNED ALT DEPARTING ABE.

## Time

Date : 199910

Day : Fri

Local Time Of Day : 1201 To 1800

## Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.MSL.Bound Lower : 4600

Altitude.MSL.Bound Upper : 1800

## Environment

Flight Conditions : VMC

## Component / 1

Aircraft Component : Hydraulic Syst Reservoir Tank

Aircraft Reference : X

Problem : Failed

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14800

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2525

ASRS Report : 452198

## Person / 2

Function.Flight Crew : First Officer

## Person / 3

Function.Controller : Local

## Person / 4

Function.Controller : Approach

## Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Maintenance Action

## Supplementary

Problem Areas : Aircraft

Narrative :

ABOUT 30 SECONDS TO 1 MIN AFTER GEAR WAS SELECTED DOWN, WE HAD A COMPLETE LOSS OF SYS 'A' HYD. THIS OCCURRED BTWN 1600-1800 FT MSL, ON ABOUT A 5 MI FINAL TO RWY 27 IN BOS. THE FO WAS PF, AND I WAS THE PNF. I DECLARED AN EMER, TOLD THE TWR THE NATURE OF THE EMER, AND WE THEN EXECUTED A MISSED APCH. WE WERE HANDED BACK TO BOS APCH CTL AND I INFORMED THEM THAT I WOULD NEED ABOUT 5 MINS TO COMPLETE CHKLISTS, BEFORE RETURNING TO BOS FOR LNDG. I THEN INFORMED THE PAX, FLT ATTENDANTS ON THE SIT AND REASON FOR THE GAR. I SAID THAT AFTER I RUN SOME CHKLISTS, WHICH WOULD TAKE ABOUT 5 MINS OR SO, I WOULD GET BACK TO THEM AND LET THEM KNOW WHAT WOULD HAPPEN NEXT. RAN THE LOSS OF SYS A HYD CHKLIST IN THE QRH. GEAR WAS ALREADY DOWN, AND FLAPS WERE AT 5 DEGS. I INFORMED THE COMPANY VIA RADIO THE NATURE OF THE EMER, AND TO INFORM OPS. REQUESTED RADAR VECTORS TO RWY 22L. I MADE A PA TO THE PAX AGAIN, LETTING THEM KNOW WE WERE ALL SET UP TO RETURN TO THE FIELD FOR LNDG. I SAID EVERYTHING ABOUT THIS APCH AND LNDG SHOULD FEEL NORMAL TO THEM. THE ONLY DIFFERENCE IS THAT AFTER LNDG, WE WILL BE STOPPING ON THE RWY TO AWAIT A TOW TRUCK (TUG) TO TAKE US TO THE GATE. I ALSO MENTIONED THAT EMER VEHICLES WOULD BE ON THE GND ON MY REQUEST, JUST FOR ADDITIONAL SAFETY. I INFORMED THE FLT ATTENDANTS THAT EVERYTHING WAS GOOD, AND THE LNDG SHOULD BE A NON EVENT, LNDG IN ABOUT 5-7 MINS. WAS TURNED ON ABOUT 15-18 MI FINAL TO INTERCEPT RWY 22L. VMC CONDITIONS. RADAR VECTORS AT 3000 FT MSL THE ENTIRE EVENT. THE RWY WAS 10000 FT IN LENGTH, AND AFTER LNDG WE ALLOWED THE ACFT TO ROLL TOWARD THE END OF THE RWY FOR THE FULL STOP. SET BRAKES, AND SHUT DOWN THE ENGS (APU ON LINE). EMER CREWS INSPECTED THE ACFT, SAID THERE WAS A LITTLE SMOKE COMING FROM THE R MAIN GEAR, BUT AFTER A CLOSER LOOK, SAID IT WAS FROM HYD FLUID DRIPPING ON THE BRAKE AREA, AND THERE WAS NO PROB. MAINT SHOWED UP AND PINNED THE GEAR AND TOWED US TO GATE X IN BOS. WERE MET BY STATION PERSONNEL, OFFERED ANY ASSISTANCE, I THEN WENT TO CALL OPS WITH A RPT.

Synopsis :

AN ACR CAPT, PNF, DECLARED AN EMER AFTER THE COMPLETE LOSS OF HYD SYS A DURING APCH TO BOS.

## Time

Date : 199910

Day : Wed

Local Time Of Day : 0601 To 1200

## Place

Locale Reference.Airport : FAT.Airport

State Reference : CA

Altitude.MSL.Single Value : 24000

## Environment

Flight Conditions : VMC

## Component / 1

Aircraft Component : Cargo Door

Aircraft Reference : X

Problem : Malfunctioning

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6400

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 900

ASRS Report : 452599

## Person / 2

Function.Flight Crew : First Officer

## Person / 3

Function.Flight Crew : Second Officer

## Person / 4

Function.Controller : Radar

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Resolatory Action.Flight Crew : Declared Emergency

Consequence.Other : Maintenance Action

## Situations

Aircraft.Make Model.Value : 148.32

Aircraft.Aircraft Component.Value : 52

## Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

WE DEPARTED LAX TO PDX WITH A L PACK MEL'ED UNDER MEL XY-Y WHICH ALLOWS PRESSURIZED FLTS ON ONE PACK ONLY UP TO FL250. AS WE LEVELED OFF AT FL240 THE CABIN NEVER STABILIZED AND CLIMBED STEADILY AT 500 FPM. WE RAN THE STABILIZATION ITEMS AND ABNORMAL CHECKLIST AS WE DESCENDED TO FL220. THEN FL180. AS THE CABIN REACHED 10000 FT WE WENT ON OXYGEN AND EXECUTED AN EMER DSCNT COORDINATED WITH CTR AND ASSOCIATED CHECKLIST. AS THE CABIN DSCNDED BELOW 10000 FT WE COORDINATED AN INFLT RE-RELEASE BACK TO LAX WITH OUR DISPATCH. WITH THE HELP OF BFL APCH WE ORGANIZED A 3500 POUND FUEL DUMP TO MEET OUR LNDG WEIGHT REQUIREMENTS THEN RETURNED TO AND LANDED SAFELY AT LAX. WE COMPLIED WITH FAR'S, POLICIES AND PROCES AS OUTLINED BY OUR COMPANY GENERAL OPERATING MANUAL AND ACFT OPERATING MANUAL AND ALSO USED GOOD CRM SKILLS TO LAND SAFELY. I THINK THAT OLDER AIRPLANES LIKE THE B727 EQUIPPED WITH CARGO DOORS (ALWAYS LEAKING) SHOULD NEVER BE ALLOWED UNDER ANY MEL TO FLY ON ONE PACK ONLY ABOVE 10000 FT MSL IN THE INTEREST OF SAFETY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE DIRECT CAUSE OF THE PRESSURIZATION FAILURE WAS THE LEAKING AFT CARGO DOOR SEAL. THE RPTR SAID WITH ONE PACK DEFERRED AS INOP AND SINGLE PACK OP THE AIRPLANE WILL JUST HOLD FL250 marginally with good door seals. THE RPTR SAID THIS IS AN OLD AIRPLANE AND NEEDS EXTRA CARE AND ATTENTION BUT DOES NOT GET THE NECESSARY MAINT.

Synopsis :

A B727-200 AT LEVEL OFF AT FL240 STARTED AN EMER DSCNT DUE TO UNABLE TO MAINTAIN CABIN PRESSURE ON ONE OPERATIVE PACK CAUSED BY A LEAKING AFT CARGO DOOR SEAL.

## Time

Date : 199911

Day : Tue

Local Time Of Day : 0601 To 1200

## Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

## Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Make Model : SAAB-SCANIA Undifferentiated or Other Model

## Aircraft / 2

Controlling Facilities.Tower : PVD.Tower

Make Model : Commercial Fixed Wing

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8500

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 3000

ASRS Report : 454940

## Person / 2

Function.Flight Crew : First Officer

## Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

## Person / 4

Function.Controller : Ground

## Person / 5

Function.Controller : Local

## Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

## Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE INSTRUCTED TO 'TAXI TO RWY 34 VIA TXWY C HOLD SHORT OF RWY 5R.' WHILE TAXIING AND RUNNING CHECKLIST WE APPROACHED THE RWY AND I NOTICED AN OLD HOLD SHORT LINE THAT WAS PAINTED BLACK (IT WAS REFLECTING SUNLIGHT). UPON APPROACHING THE HOLD SHORT LINE GND TOLD US TO 'STOP.' AT THAT TIME I REALIZED THE HOLD SHORT LINE I WAS APPROACHING WAS NOT THE CORRECT ONE. WE STOPPED SAFELY BEFORE THE RWY AND AN ACFT DEPARTED.

Synopsis :

SF34 CREW HAD DIFFICULTY IDENTIFYING THE CORRECT HOLD SHORT LINE AT PVD.



**ACN: 455283**

## **Time**

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.MSL.Single Value : 3000

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-300

## **Component / 1**

Aircraft Component : Flap/Slat Control System

Aircraft Reference : X

Problem : Malfunctioning

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12400

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 6400

ASRS Report : 455283

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Other Personnel : Dispatcher

## **Person / 4**

Function.Oversight : Flight Attendant In Charge

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Overcame Equipment Problem

Consequence.Other : Maintenance Action

## **Supplementary**

Problem Areas : Aircraft

Narrative :

THIS WAS WHAT WAS WRITTEN IN THE ACFT LOGBOOK UPON LNDG: 'ON APCH, WHEN PUTTING DOWN FLAPS, THE (FORWARD PANEL) LEADING EDGE FLAPS TRANSIT LIGHT (AMBER) WOULD NOT GO OUT AND THE LEADING EDGE FLAPS EXTENSION LIGHT (GREEN) WOULD NOT COME ON. THE OVERHEAD 'LEADING EDGE DEVICES PANEL' LIGHTS INDICATED NORMAL. WE LANDED WITH 15 DEGS FLAPS PER AIRLINE'S QRH PROCS AND UPON TOUCHDOWN, (ALTHOUGH VERY SMOOTH), THE (FORWARD PANEL) 'LEADING EDGE FLAPS TRANSIT' LIGHT WENT OUT AND THE 'LEADING EDGE EXTENSION' LIGHT CAME ON.' ALL 'NON-NORMAL' AND COMPANY PROCS WERE FOLLOWED, INCLUDING NOTIFYING COMPANY DISPATCHER, COMPANY OPS, ATC, ETC. COCKPIT RESOURCE MGMNT WAS USED ON THE FLT DECK AND WITH THE FLT ATTENDANTS. THE PAX WERE KEPT ABREAST OF THE SIT AS WELL. THE QRH PROCS WORKED WELL. IT'S A GREAT ADDITION TO OUR FLT DECK. THE FO WAS A 'NEW HIRE' (IN HIS FIRST YR) AND PERFORMED VERY WELL WITH QRH PROCS, COMPANY PROCS, AND CRM PROCS (RIGHT OUT OF THE FLT OPS MANUAL AND POH). HE DID A FINE JOB.

Synopsis :

WHILE ON APCH TO PHL, A B737-300 CAPT EXPERIENCED AN AMBER 'IN TRANSIT' FLAP LIGHT WHICH WOULD NOT EXTINGUISH. THE CAPT FOLLOWED THE QRH AND LANDED AT FLAPS 15 DEGS.

**Time**

Date : 199912

Day : Sat

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : IPT.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : IPT.Tower

Make Model : Learjet 35

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1500

ASRS Report : 457049

**Person / 2**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 550

ASRS Report : 457050

**Person / 3**

Function.Controller : Ground

**Events**

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

**Supplementary**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

OUR ACFT (X) OVERRAN THE HOLD SHORT LINE FOR RWY 27 AT WILLIAMSPORT, PA (IPT). WE WERE CLRED BY GND CTL FROM THE RAMP TO RWY 27. THIS INVOLVED CROSSING INACTIVE RWYS. WE VERIFIED BY A SECOND CALL THAT WE WERE CLRED TO CROSS AND PROCEED TO RWY 27 WITHOUT A HOLD SHORT. THE WEATHER WAS 10 MI VISIBILITY AND CLR OF CLOUDS. THERE WERE NO OTHER ACFT TAXIING OR OPERATING IN THE PATTERN. WE HAD COMPLETED THE TAXI CHECKLIST IN CHALLENGE AND RESPONSE STYLE JUST AS WE APCHED RWY 27. AT THIS TIME, GND CTL POLITELY INFORMED US THAT THE RWY HAD A DISPLACED HOLD LINE AND INDEED THERE WAS NO LINE AT THE RWYS BORDER AS ONE MIGHT HAVE EXPECTED. THERE WAS NO TFC AND THE TWR CLRED US ONTO THE RWY WITHOUT FURTHER MENTION. AS WE WERE NEW TO THIS FIELD, WE HAD MADE A GOOD STUDY OF A COMMERCIAL CHART ARPT LAYOUT AND NO SPECIAL NOTES EXIST TO POINT OUT THIS UNUSUALLY EXAGGERATED HOLD SHORT POINT. WHILE WE ARE SURE THE HOLD LINES ARE PAINTED ON THE TXWY, THIS POINT ON TXWY A SHOULD BE MADE HIGHLY VISIBLE TO PLTS DUE TO ITS UNUSUAL LOCATION. CREWS THAT ARE COMPLETING CHECKS IN COMPLICATED ACFT WILL CERTAINLY OPERATE SAFER WITH EFFECTIVE NOTIFICATION OF NON STANDARD PROC. FROM THE TWR'S RESPONSE, WE FELT THAT THIS HAPPENS OFTEN AT IPT. NOTATION ON THE ARPT DIAGRAM AS WELL AS EFFECTIVE SIGNAGE WOULD HAVE HELPED THIS SIT.

Synopsis :

LJ-35 FLC CROSSED RWY 27 HOLD SHORT LINE, STATING DISPLACE THRESHOLD CONDITION DOES NOT REFLECT RWY HOLD MARKINGS WHERE ONE WOULD EXPECT SUCH MARKINGS.

## Time

Date : 199912

Day : Thu

Local Time Of Day : 1201 To 1800

## Place

Locale Reference.Airport : MCO.Airport

State Reference : FL

Altitude.MSL.Single Value : 12000

## Environment

Flight Conditions : VMC

## Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : B737-200

## Component / 1

Aircraft Component : Rudder Control System

Aircraft Reference : X

Problem : Malfunctioning

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15590

Experience.Flight Time.Last 90 Days : 255

Experience.Flight Time.Type : 8090

ASRS Report : 457415

## Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7500

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 700

ASRS Report : 457611

## Person / 3

Function.Controller : Radar

## Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Overcame Equipment Problem

Consequence.Other : Maintenance Action

## Situations

Aircraft.Make Model.Value : 148.32

Aircraft.Aircraft Component.Value : 27.21

## Supplementary

Problem Areas : Aircraft

Narrative :

ON DESCENT INTO ORL WE EXPERIENCED A POSSIBLE UNCOMMANDED L RUDDER MOVEMENT. CALLBACK CONVERSATION WITH REPORTER REVEALED THE FOLLOWING INFO: CREW WAS FLYING A B-737-200 ACFT. AT 12000 FT AND 250 KTS, WITH THE AUTOPILOT ENGAGED IN HDG SELECT, THE CAPT NOTICED THE AUTOPILOT HOLDING A SUBSTANTIAL R WING DOWN AILERON INPUT. THE ACFT WAS CROSS CONTROLLED WITH NOTICEABLE L RUDDER. THE CAPT DISCONNECTED THE AUTOPILOT AND GOT A LARGE ACFT KICK AS THE AUTOPILOT WAS NO LONGER HOLDING R AILERON. THE KICK WAS LARGE ENOUGH TO DISLODGE MOST ITEMS IN THE AFT GALLEY. THERE WERE NO INJURIES TO THE FA OR PAX AS EVERYONE WAS SEATED. THE CAPT DID NOT HAVE TIME TO NOTICE THE RUDDER INDICE OR PERFORM ANY EMERGENCY QRH CHECKLISTS. AS SOON AS THE ACFT KICK OCCURRED EVERYTHING RETURNED TO NORMAL, AND NO FURTHER PROBLEMS WERE NOTED. THE CAPT DID NOT KNOW THE STATUS OF THE DIGITAL YAW DAMPER AD, OR WHAT MAINT FOUND. ALL APPROPRIATE PARTIES WERE NOTIFIED AND THE INVESTIGATION IS ONGOING. CALLBACK CONVERSATION WITH REPORTER ACN 457611 REVEALED THE FOLLOWING INFO: RPTR STATED THAT FUEL BALANCE BEFORE, DURING AND AFTER THE AUTOPILOT WAS ENGAGED APPEARED TO BE MATCHED, INDICATING THERE WAS NO NEED FOR A HEAVY WING TRIM. HE FURTHER STATED THAT BASED ON HIS BELIEF AND THE FLYING CAPTAIN'S COMMENTS, THE SUDDEN YAW ACTION COULD HAVE BEEN CAUSED BY A FAULTY YAW DAMPER. HE ALSO STATED THAT THE CLOSEST AIRCRAFT TO THEM AT THE TIME WAS A B737-200, 8.3 MILES AHEAD AND 2600 FT BELOW. THIS INDICATED THE SUDDEN YAW WAS PROBABLY NOT CAUSED BY WAKE TURBULENCE.

Synopsis :

B-737 CREW HAD UNCOMMANDED L RUDDER INPUT.

## Time

Date : 200001

Day : Mon

Local Time Of Day : 1201 To 1800

## Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.MSL.Single Value : 8000

## Environment

Flight Conditions : IMC

## Aircraft / 1

Make Model : Jetstream 32

## Component / 1

Aircraft Component : Powerpl Fuel Control Unit

Aircraft Reference : X

Problem : Failed

## Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 459759

## Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4660

Experience.Flight Time.Last 90 Days : 234

Experience.Flight Time.Type : 690

ASRS Report : 459769

## Person / 3

Function.Controller : Approach

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

## Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

THE EMER OCCURRED DURING A REPOSITION FLT ON JAN/XA/00 FROM SPRINGFIELD, MO, TO ST. LOUIS, MO. APPROX 20 MI W OF ST. LOUIS, THE L ENG QUIT. THE TORQUE AND RPM GAUGES BOTH INDICATED 0. WE STARTED TO EXECUTE THE SINGLE ENG FAILURE MEMORY ITEMS. WHILE IDENTIFYING THE FEATHER LEVER, THE R ENG FAILED. AT THIS TIME, APCH CALLED TO GIVE US A VECTOR. WE TOLD THEM WE HAD AN EMER AND WOULD GET BACK TO THEM. WE STARTED TO EXECUTE THE DOUBLE ENG FAILURE MEMORY ITEMS. AFTER APPROX 30 SECONDS, THE L ENG RELIT. I THEN ADDED PWR TO THE L ENG AND USED IT AS NORMAL. WE THEN EXECUTED THE MEMORY ITEMS ON THE R ENG AND RAN THE ENG SHUTDOWN CHECKLIST. WE THEN CALLED APCH AND LET THEM KNOW THAT WE HAD ONE ENG BACK AND WE STILL HAD AN EMER. THEY VECTORED US FOR A STRAIGHT IN ILS TO STL. I MADE A DECISION NOT TO RESTART THE ENG DUE TO THE LACK OF TIME REMAINING IN THE FLT. WE WERE NOW APPROX 10 MI W OF ST. LOUIS. THE WX WAS 400 OVERCAST AND 2 1/2 SM VISIBILITY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE ACFT WAS A BAE3200 WITH TWO GARRETT TPE331-12UAR ENGS. THE RPTR SAID THE L ENG HAD BEEN WORKED FOR OIL PRESSURE AND RPM FLUCTUATIONS BUT THE FLUCTUATIONS OF ABOUT 1 PERCENT WERE STILL PRESENT. THE RPTR STATED THE CAUSE OF THE R ENG LOSS OF PWR AND SHUTDOWN WAS A FAILED ENG DRIVEN FUEL PUMP. THE RPTR SAID THE CAUSE OF THE L ENG MOMENTARY LOSS OF PWR IS UNKNOWN. CALLBACK CONVERSATION WITH RPTR ACN 459769 REVEALED THE FOLLOWING INFO: THE RPTR STATED THE #1 ENG WAS PREVIOUSLY WORKED FOR AN RPM AND OIL PRESSURE LOG RPT OF FLUCTUATING. THE RPTR SAID THE FLUCTUATION WAS NOT CORRECTED AS IT WAS PRESENT DURING THE FLT. THE RPTR STATED NO CAUSE HAS BEEN RPTED BY MAINT FOR THE 30 SECOND LOSS OF PWR ON #1 ENG. THE RPTR SAID #2 ENG EXPERIENCED A FAILED ENG DRIVEN FUEL PUMP.

Synopsis :

A BAE3200 IN DSCNT AT 8000 FT DECLARED AN EMER DUE TO A DOUBLE ENG FAILURE CAUSED BY A R ENG FAILED FUEL PUMP. L ENG AUTO RESTART OK. CAUSE OF L ENG 30 SECOND PWR LOSS UNKNOWN.



## Time

Date : 200001

Day : Sat

Local Time Of Day : 0001 To 0600

## Place

Locale Reference.Airport : CVG.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

## Aircraft / 1

Controlling Facilities.Tower : CVG.Tower

Make Model : B727-100

## Component / 1

Aircraft Component : Turbine Engine Thrust Reverser

Aircraft Reference : X

Problem : Malfunctioning

## Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 14400

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 100

ASRS Report : 460852

## Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

## Person / 3

Function.Flight Crew : Second Officer

## Person / 4

Function.Oversight : Supervisor

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Maintenance Problem : Non Compliance With MEL

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Maintenance Action

## Situations

Aircraft.Make Model.Value : 148.30

Aircraft.Aircraft Component.Value : 78.3

## Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

DURING TAXI OUT FOR TKOF WE FOUND THAT THE #2 THRUST REVERSER WAS INOPERATIVE. WE CALLED COMPANY MAINT AND THEY ADVISED US THAT WE COULD TREAT AS AN IN FLIGHT FAILURE. THE GENERAL COMPANY POLICY AS TAUGHT DURING GND SCHOOL SEEMS TO BE IF AN ITEM FAILS IN THE BLOCKS THEN USE THE MEL 'MINIMUM EQUIPMENT LIST' FOR THE AIRCRAFT. IF IT FAILS AFTER LEAVING THE BLOCKS THEN CONSULT THE CHECKLIST. I FEEL THE WEAKNESS WITH THIS SYSTEM IS MANY FAILURES ARE LEFT UP TO INDIVIDUAL FLIGHT CREWS AS TO IF IT IS SAFE AND LEGAL TO PROCEED WITH THE FLIGHT. BASICALLY, IF YOU'RE ON THE GND AND IT BREAKS, THEN STAY ON THE GND AND FIX IT OR PROPERLY DEFER IT USING THE MEL. CALLBACK CONVERSATION WITH REPORTER REVEALED THE FOLLOWING INFO: THE RPTR STATED THE CARRIER MAINT POLICY OF ALLOWING DEFERRAL OF SYSTEMS WHEN THE ACFT IS OFF THE GATE AND NOT ACTUALLY FLYING NEEDS REVIEW. THE RPTR SAID THE #2 REVERSER WOULD NOT DEPLOY WHEN CHECKED DURING TAXI FOR TAKEOFF AND MAINT CONTROL WAS ADVISED. THE RPTR SAID THE MAINT CONTROLLER ADVISED WRITING THE DISCREPANCY IN THE LOGBOOK GOING INTO THE NEXT STATION. THE RPTR HAD SECOND THOUGHTS ABOUT WHAT THEY WERE DOING. THE RPTR STATED THE MINIMUM EQUIP LIST IS CARRIED IN THE COCKPIT AND REFERENCED, BUT THE SPECIAL PROCEDURES WERE NOT NOTED.

Synopsis :

A B727-100 WAS DISPATCHED IN NON COMPLIANCE WITH A THRUST REVERSER INOPERATIVE BUT NOT DEFERRED PER THE MINIMUM EQUIPMENT LIST REQUIREMENTS.



**Time**

Date : 200002  
Day : Wed  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Bound Lower : 10000  
Altitude.MSL.Bound Upper : 13000

**Aircraft / 1**

Controlling Facilities.TRACON : ZZZ.TRACON  
Make Model : MD-80 Super 80

**Component / 1**

Aircraft Component : Horizontal Stabilizer Trim  
Aircraft Reference : X  
Problem : Malfunctioning

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 463047

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Departure

**Person / 4**

ASRS Report : 462759

**Person / 5**

Function.Oversight : Flight Attendant In Charge

**Events**

Anomaly.Aircraft Equipment Problem : Critical  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Other : Returned To Arpt  
Consequence.Other : Maintenance Action

**Situations**

Aircraft.Make Model.Value : 583.41  
Aircraft.Aircraft Component.Value : 27.41

**Supplementary**

Problem Areas : Aircraft

#### Narrative :

JAMMED STABILIZER. AFTER ARRIVING AT ACFT, THE FO COMPLETED THE INITIAL CHECKS, INCLUDING BOTH PRIMARY AND ALTERNATE TRIM CHECKS. I SET THE INITIAL CENTER OF GRAVITY AND TRIM SETTINGS AND NOTED THAT THE PRIMARY TRIM WAS OP. AFTER TAXIING WE WERE NUMBER 3 FOR DEP BEHIND AN ACR B757. I REQUESTED AND TOOK A 2 MINUTE DELAY BEHIND THAT ACFT. THE FO HAND FLEW THE TKOF AND DEP WITHOUT THE AUTOPLT ENGAGED THROUGH 10000 FT WITHOUT INCIDENT. WHILE LOWERING THE NOSE TO ACCELERATE AND CLB AT APPROX 300 KTS, THE FO NOTED THE PRIMARY TRIM INOP AND ASKED ME TO CHECK MY SWITCHES. I CONFIRMED THAT MY SWITCHES AND THE SUITCASE HANDLES WERE ALSO INOP AND TOLD HIM TO LEVEL AT 13000 FT AND SLOW THE ACFT. I ADVISED DEP CTL WE HAD A PROB AND NEEDED TO STOP THE CLB AND CHECK THE SYS AND WOULD ADVISE. WHILE I WAS REACHING FOR THE FLT MANUAL CHECKLIST, THE FO SLOWED THE ACFT TO APPROX 270 KTS. THE FO THEN ADVISED ME THAT THE TRIM WAS WORKING AGAIN. I TOLD HIM THAT IT MIGHT HAVE BEEN SOME DIRT ON A CONTACT AND WE DECIDED TO CONTINUE. BECAUSE THE TRIM SYS REGAINED FUNCTION, I THEN ADVISED ATC THAT WE WOULD CONTINUE. ATC ISSUED A CLB CLRNC AND TURN FOR AN ON COURSE HDG. AS THE FO APPLIED PWR, ACCELERATED AND INITIATED A CLB, HE SAID THE TRIM QUIT WORKING AGAIN. AT THAT TIME, I DETERMINED THAT THE ACFT WAS EXPERIENCING A FLT CTL PROB POSSIBLY IN THE TRIM SYS AND DECIDED TO RTN TO ZZZ. I TOLD THE FO THAT HE HAD THE ACFT AND I ADVISED ATC THAT WE HAD A FLT CTL PROB AND WERE DECLARING AN EMER AND NEEDED VECTORS TO RETURN FOR LNDG. AFTER MAKING A PA AND ADVISING THE FLT ATTENDANTS OF THE SIT, I STARTED A JAMMED STABILIZER CHECKLIST. AS INSTRUCTED BY THE CHECKLIST, I CHECKED THE ALTERNATE TRIM SYS, WHICH WORKED IN THE FORWARD POS BUT NOT IN THE AFT POS. AND THEN DID NOT WORK AT ALL. I CHECKED WITH THE FO TO SEE HOW THE ACFT FELT. HE COULD TELL IT WAS OUT OF TRIM BUT STATED THAT HE COULD HANDLE IT. I NOTED THAT HE HAD GOOD CTL OF THE ACFT. BASED ON THAT OBSERVATION I DECIDED HE WOULD CONTINUE TO FLY THE ACFT WITHOUT INTERRUPTION. I TOOK THE RADIOS AND CHECKLIST AND THE WORKLOAD BECAME HVY FOR ME. ATC HAD FREQUENT RADIO CALLS FOR HDG, ALT, SPD, AND FREQ CHANGES. THAT INTERRUPTED MY WORK. WHILE I WAS COMPLYING WITH THE CHECKLIST THE FO WAS ABLE TO REGAIN PRIMARY TRIM BUT ONLY FOR A FEW SECONDS. IN ADDITION, WHEN I CHECKED THE PRIMARY, NEITHER IT NOR THE ALTERNATE WAS WORKING. AT ONE POINT WHILE I WAS RUNNING THE JAMMED STABILIZER CHECKLIST, THE FO ENGAGED THE AUTOPLT. IT IMMEDIATELY TRIPPED OFF AND WE FELT THE FLT BUMP AND SAW A FLASHING RED AUTOPLT LIGHT. THIS OCCURRED AT ABOUT THE SAME TIME DURING THE CHECKLIST PROC THAT STATES IF THE ALTERNATE TRIM IS INOP DO NOT ENGAGE THE AUTOPLT. I ADVISED THE FO NOT TO USE THE AUTOPLT. AT THIS POINT I STOPPED RUNNING THE JAMMED STABILIZER CHECKLIST AND ADVISED ATC THAT WE NEEDED ABOUT 5 OR 10 MINUTES TO COMPLETE OUR WORK AND WOULD BE READY TO LAND. I THEN RAN THE BEFORE LNDG CHECKLIST AND SET OUT SLAT/FLAP LNDG BUGS. I DISCUSSED THIS WITH THE FO NOTING THAT WE DID NOT HAVE THE FULL JAMMED STABILIZER SIT: THE ACFT WAS FLYING AND ALTHOUGH WE HAD SOME CTL PRESSURES, THE FLYING WAS MANAGEABLE. WE DISCUSSED THE FLAP SETTINGS FOR LNDG. I WAS CONSIDERING 40 DEG FLAPS BUT THE FO WANTED 28 DEG BECAUSE HE HAD EXCELLENT CTL I AGREED TO 28 DEG FLAPS FOR LNDG. I DECIDED HOWEVER, THAT IF AFTER SELECTING LNDG FLAPS THE CTL PRESSURES WERE TOO GREAT, WE WOULD GO BACK INTO THE JAMMED STABILIZER CHECKLIST AND RESET OUR BUGS ACCORDINGLY. WE AGREED ON THIS AND IF NO ADVERSE PRESSURE WAS ENCOUNTERED THE APCH WOULD BE HAND FLOW BY THE FO AS A NORMAL FLAP 28 DEG APCH TO LNDG. I THEN WENT BACK INTO THE JAMMED STABILIZER CHECKLIST TO CHECK THE CIRCUIT BREAKERS FOR BOTH TRIMS WHILE THE FO REQUESTED SLATS EXTENDED AND SLOWED TO APPROX 210 KTS. THE FO THEN SAID THE ACFT SEEMED TO BE IN TRIM FOR 210 KTS. WE NOTED THIS AND ADVISED ATC THAT WE WERE READY FOR VECTORS FOR THE APCH. WHILE VECTORING, ATC ASKED IF WE HAD THE ARPT AND WANTED TO GIVE US A VISUAL. I DECIDED NEGATIVE ON THE VISUAL AND STATED WE WANTED VECTORS TO FINAL. AFTER LINE UP WITH FINAL AND ON LOC/GS, GEAR AND FLAPS SET FOR LNDG, DESCENDING THROUGH 1500 FT AGL, I ASKED THE FO HOW IT FELT. HE SAID IT WAS NOSE HVY BUT IT WAS MANAGEABLE. DECIDING THAT CONTINUING THE APCH WITH A MANAGEABLE ACFT RATHER THAN UNDERTAKING FURTHER TRIM ATTEMPTS THAT MAY HAVE UNCERTAIN RESULTS, I ADVISED AGAINST ANY FURTHER TRIMMING. NOTING THAT WE WERE STABLE WE CONTINUED FOR A NORMAL LNDG. I SET MEDIUM AUTO BRAKES WHICH WE HAD BRIEFED EARLIER. I NOTED THAT HIS SELECTED SPD WAS REF PLUS FIVE KTS. I DECIDED TO INCREASE THE SPD UP 5 KTS TO REFERENCE PLUS 10 OR 12. HE AGREED AND WE CONTINUED TO A NORMAL LNDG. I WOULD LIKE TO NOTE SEVERAL ITEMS THAT MAY NEED TO BE RECONSIDERED WITH REFERENCE TO THE JAMMED STABILIZER CHECKLIST. FIRST, CONTRARY TO THE CHECKLIST, CONTINUED FLYING WITH ONE TRIM SYS INOP IS INADVISABLE AND MAY BE RISKY. FOR EXAMPLE, IF THE STABILIZER IS NOT JAMMED AND ONE OF THE TRIM SYS INOP, THE CHECKLIST ADVISES CONTINUED FLT. I DO NOT THINK THIS IS PRUDENT. IF THE ONLY REMAINING OPERABLE SYS FAILS, AN AVOIDABLE SIT BECOMES A CRITICAL SIT. SECOND, THERE IS NOTHING IN OUR CHECKLISTS THAT SPECIFICALLY ADDRESSES TRIM FAILURE. I BELIEVE THAT A TRIM FAILURE CHECKLIST SHOULD BE INCLUDED IN THE FLT MANUAL AND SHOULD ADVISE LNDG THE ACFT IF EITHER SYS HAS FAILED. FINALLY, TO PREVENT THE PLT FROM INCORRECTLY ASSUMING THAT THE ALTERNATE TRIM SYS HAS FAILED, I WOULD RECOMMEND INCLUDING A NOTE IN ALL CHECKLISTS THAT CALLS FOR CHECKING THE ALTERNATE TRIM TO HOLD THE ALTERNATE TRIM SWITCHES 5 TO 7 SECONDS FOR CONFIRMATION OF OP. BECAUSE THE ALTERNATE TRIM MOTOR OPERATES AT A MUCH SLOWER RATE THAN THE PRIMARY TRIM MOTOR, THE SLOWER RESPONSE TIME MAY BE INTERPRETED AS A FAILURE WHEN IN FACT THE SYS IS OPERATING. IT SHOULD BE NOTED THAT DURING MY EMER SIT I WAS AWARE OF THIS REQUIREMENT AND HELD THE SWITCH FOR A SUFFICIENT AMOUNT OF TIME. HOWEVER, A NOTE IN THE CHECKLIST WOULD ENSURE THAT THIS REQUIREMENT IS FULFILLED.

#### Synopsis :

MD80 CREW HAD BOTH STABILIZER TRIM SYS BECOME INOP.

**ACN: 464310**

## **Time**

Date : 200002

Day : Thu

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : POU.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Controlling Facilities.Tower : POU.Tower

Make Model : Beech 1900

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 400

ASRS Report : 464310

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Local

## **Events**

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

## **Supplementary**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

ON FEB/XA/00, I, THE CAPT OF A BE1900D FOR ACR, WAS TAXIING AT DUTCHESS COUNTY ARPT ON TXWY A TO RWY 6. AS I WAS TAXIING, I PERCEIVED THE HOLD SHORT LINE TO BE FURTHER UP THE TXWY THAN IT ACTUALLY WAS. DUE TO THE FACT THAT THE LINE WAS PAINTED OVER AND MOVED BACK. THE HOLD SHORT LINE WAS NOT BRIGHTLY MARKED DUE TO WEAR. JUST AS I CROSSED THE HOLD SHORT LINE, TWR CTLR ADVISED ME THAT I HAD CROSSED IT. HE THEN STATED THAT MANY OTHER ACFT HAD MISTAKEN THE LOCATION OF THE HOLD SHORT LINE. AT THAT TIME I STOPPED THE ACFT WITHOUT INCIDENT AND PROCEEDED TO TELL THE TWR CTLR THAT I PERCEIVED THE HOLD SHORT LINE TO BE FURTHER UP THAN IT WAS. HE THEN TOLD ME TO MAKE NOTE OF ITS LOCATION AND THEN CLRED THE FLT FOR TKOF WITHOUT INCIDENT. I FULLY UNDERSTAND THE IMPORTANCE OF THE SIT AND FELT IT WAS NECESSARY TO MAKE THIS RPT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE HAD FLOWN INTO THE ARPT AND USED THE SAME TXWY AGAIN, NOTICING THIS TIME THAT THE HOLD SHORT LINE WAS MORE NOTICEABLE AND THAT THERE WAS A HOLD SHORT LINE SIGN FOR RWY 6 ON THE L SIDE OF THE RWY. HE STATED THAT SINCE THE HOLD SHORT LINE WAS FURTHER BACK DOWN THE TXWY FROM THE TURN IN TO THE RWY, HE WAS NOT EXPECTING IT THAT SOON PRIOR TO THE RWY. HE BELIEVES THAT THE HOLD SHORT LINE PLACEMENT LOCATION IS FOR CONSIDERATION OF POSSIBLE ILS INTERFERENCE. HE ADVISED THAT BOTH HE AND HIS FO WERE GOING THROUGH THE PRE-TKOF CHECKLIST AND WERE NOT LOOKING FOR IT THAT SOON PRIOR TO THE RWY. HE FURTHER STATED THAT HE THOUGHT THAT THE TWR CTLR WAS REFERENCING THE PRIVATE LESS EXPERIENCED PLTS IN REMARKING ABOUT OTHERS HAVE ALSO OVERSHOT THE HOLD LINE AND THEREFORE, DID NOT EXPECT HIM AS A PROFESSIONAL ACR PLT TO MAKE THE SAME MISTAKE.

Synopsis :

FLC OF A BEECH 1900 PASSED THE HOLD SHORT LINE DURING TAXI FOR TKOF DUE TO THE HOLD SHORT LINE WAS HARD TO SEE AND ITS NEW LOCATION FURTHER BACK DOWN THE TXWY FROM THE RWY.